



GBNRTC

Greater Buffalo Niagara Regional Transportation Council

Comprehensive Roadway Configuration Analysis of Traffic and Operations on Colvin Boulevard

prepared by

Greater Buffalo-Niagara Regional Transportation Council
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Date

*January 1st, 2025
(Latest Revision on June 4th, 2025)*

The contents of this report consist of a planning level analysis of traffic operations using data and modeling tools, which are described further herein, available to the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) at the time of the report publishing. The use of this report for further analysis and/or implementation of traffic operation changes is at the sole discretion of the agency(ies) with jurisdiction over the roadway(s) within the report area. GBNRTC recommends that any consideration for implementation of traffic operation changes be analyzed by a New York State Licensed Professional Engineer prior to implementation. GBNRTC makes no warrant as to the suitability of this planning level analysis for final implementation.

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The Town of Tonawanda, the Erie County Department of Public Works, and the City of Buffalo Department of Public Works, have requested that the Greater Buffalo Niagara Regional Transportation Council conduct a traffic and operations roadway configuration analysis for the Colvin Boulevard facility within each of their jurisdictions. The requested comprehensive traffic and operations corridor analysis covers a study area that encompasses jurisdictional boundaries, with the Eggert Rd/Twin Cities Hwy/I-290 Ramp junction as the northern terminus, and the Amherst Street intersection serving as the southern terminus. Throughout this corridor, the municipalities/agencies referenced own and maintain specific sections of the facility and manage operations. The overarching request from all entities was to analyze the potential reduction of travel lanes on the facility while assessing the feasibility of adequate operational performance. This includes any potential impacts of travel on the corridor in comparison to existing conditions. GBNRTC Traffic Analysis Request Forms completed by requesting agencies have been appended to the comprehensive report (refer to Appendix 5.1).

At this time, the GBNRTC has finalized the analysis with the Town of Tonawanda, the Village of Kenmore, and the Erie County Department of Public Works. The City of Buffalo section of Colvin Blvd is still being finalized and will be issued separately. The following, including all analyzed intersection configuration alternatives, intersection analysis summary tables, and full intersection analysis output reports included within this document only pertain to the Town of Tonawanda and Village of Kenmore sections of the corridor. The appendix includes all data collection reports for the entire length of the corridor.

To begin this effort, an extensive data collection effort was required throughout the extent of the corridor. Automated Traffic Recorder (ATR) counts were acquired for roadway segments and Turning Movement Counts (TMC) were acquired for each of the signalized intersections along the corridor to be utilized as required input for the in-depth operational analysis. While ATR Counts encompass 24-hour periods, TMCs are acquired during typical weekday AM peak periods of travel (7:00AM to 3:00PM), and PM peak periods (3:00PM to 6:00PM). Several of the intersections throughout the corridor have also been equipped with Miovision camera-based detection for signal operations. While TMCs were still acquired for these intersections, historical Miovision recorded count data was cross-checked to ensure the acquired TMCs reflect typical intersection movements. All recorded count data

utilized within the overall area of study has been appended to the report (see Appendix 5.2).

In addition to the data acquisition effort, the GBNRTC Regional 4-Step Travel Demand Model developed using TransCAD (version 9.0 build 32650) was utilized to analyze potential volume diversion impacts of travel lane modifications. Within the Regional Model, Colvin Blvd has been coded as a four lane facility. The primary methodology for assessing potential diversion is through coding a reduction in capacity or travel speed. As part of this process, Colvin Blvd was analyzed with a travel lane reduction in each direction, and results were comparatively evaluated with existing conditions. Traditionally, Regional Travel Demand Models have only been able to analyze the reduction of travel lanes from a capacity standpoint. If the existing conditions model is coded with two travel lanes in each direction, the only option would be to reduce to one lane in each direction. This leaves out important factors like the presence of a TWLTL, which typically become LT-Only lanes at intersection approaches, greatly improving unimpeded mid-block travel speeds, and reducing delay caused through access to curb cuts/driveways. While the static model still cannot evaluate the impact of operational enhancements, incorporating a function that reflects this added capacity in an improvement in accuracy when evaluating potential traffic diversion from or attraction to the facility at a regional level. As part of the latest update, GBNRTC Staff has integrated TWLTL functionality into the Regional Travel Demand Model (TDM) with any other updated lane information/geometry modifications throughout Erie and Niagara Counties, including a re-calibration/validation of existing conditions to document meeting/exceeding FHWA calibration criteria.

Through utilization of the newly enhanced GBNRTC Travel Demand Model, separate analyses were conducted evaluating existing conditions in comparison to a 3-lane roadway configuration on Colvin Blvd during both AM and PM peak (3-hour) periods of travel. Graphics depicting a percentage of change in volume have been produced that comparatively illustrate the volume diversions due to the capacity modifications. Directional roadway Level-of-Service calculations have also been performed under existing and modified conditions using Highway Capacity Manual (HCM) specifications for static model evaluation, and scenario output graphics have been produced. The GBNRTC Regional Model outputs have been appended to this report (see Appendix 4.3).

Although the GBNRTC Regional Model portrays a volume reduction on the Colvin Blvd facility due to the decrease in capacity and potential diversions, the analysis was conducted with the assumption that with optimized operational improvements, a significant percentage of current traffic volumes will continue to utilize the Colvin Blvd facility for travel. In that regard, GBNRTC Staff utilized a conservative methodology when evaluating traffic at the operational level and utilized the recently acquired traffic counts for both existing and 3-lane modification scenarios. In that regard, a worst-case scenario has been modeled, covering any potential increase in peak period travel, and weekend travel variability.

For the operational traffic simulation analysis, two different software platforms were utilized to accommodate the diverse intersection configurations throughout the length of the corridor. Synchro plus SimTraffic (version 11.2.9) has been utilized for the primary operational analysis of the corridor, and PTV Vistro (version 2023.1.0.2) has been utilized for both unique geometric configurations of intersections and validation of operational optimization purposes. Separate Colvin Blvd roadway configuration traffic assessment reports have been constructed for the Town of Tonawanda portions of the corridor and the City of Buffalo portions of the corridor. These separate reports are included within this comprehensive document and investigate the detailed specificity of travel and in-depth operational performance of these sections. The existing Colvin Blvd roadway configuration consists of a 4-lane facility with two directional travel lanes in each direction. The outermost lane permits parking in much of the corridor, which is restricted at intersection approaches. The operational analyzed alternatives decrease to a single directional travel lane but retain left-turn bays at intersection approaches. Potential roadway treatments may consider a TWLTL, designated parking-lane, or designated multi-modal enhancements. This traffic analysis report does not advise specific utilization of repurposed infrastructure, as the municipality will make that determination based on community needs.

In the operational analysis, existing roadway intersection configurations with individually optimized signal timing plans have been comparatively analyzed with 3-lane Colvin Blvd intersection approaches (primarily a left-only turn bay and a shared thru/right turn lane) with individually optimized signal timing plans. This is the only true method of assessing the impacts of roadway configuration

modifications without associating benefits/detrimental effects with existing signal timing plans. In the absence of traffic counts recording the in-and-outs of every driveway and curb cut along a mid-block segment, it is challenging to determine the necessity of a TWLTL, or if the lack of a center turn lane will cause additional mid-block delay. Therefore, the operational modeled scenario is reflective of a TWLTL in place due to the lack of mid-block movement data. Within the operational analysis, peak hour factors have been utilized as inputs, are associated with each intersection approach, and derive from the turning movement count records (see Appendix 5.2). Heavy vehicle percentages have also been utilized as inputs and are associated with each individual movement. Operational analyses and modeled outputs, comparative performance reporting across scenarios, and evaluation of geometric roadway modifications have been included accompanied by full traffic simulation model output documentation.



Roadway Configuration Analysis of Traffic and Operations for Colvin Boulevard (Town of Tonawanda / Village of Kenmore)

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The contents of this report consist of a planning level analysis of traffic operations using data and modeling tools, which are described further herein, available to the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) at the time of the report publishing. The use of this report for further analysis and/or implementation of traffic operation changes is at the sole discretion of the agency(ies) with jurisdiction over the roadway(s) within the report area. GBNRTC recommends that any consideration for implementation of traffic operation changes be analyzed by a New York State Licensed Professional Engineer prior to implementation. GBNRTC makes no warrant as to the suitability of this planning level analysis for final implementation.

The Town of Tonawanda, the Village of Kenmore, and the Erie County Department of Public Works have requested that the Greater Buffalo Niagara Regional Transportation Council conduct a traffic and operations roadway configuration analysis for the Colvin Boulevard facility. The request focuses on analyzing a potential travel lane reduction on the facility and the impact of a road-diet on the operational performance of the corridor. The operational corridor analysis study area commences at the northern boundary of the Eggert Rd/Twin Cities Hwy/I-290 Ramp junction and culminates at the Kenmore Avenue intersection. The Kenmore Ave intersection falls under the City of Buffalo jurisdiction and is not included within the Town of Tonawanda/ Village of Kenmore corridor analysis. Operational traffic modeling consists of developing separate AM and PM peak hour scenarios reflecting existing geometric conditions. Alternative configurations have also been developed through the analysis of recorded traffic data, reflecting a geometrical modification that remains feasible to operational performance. Comparative analyses between existing conditions and potential alternative modifications have been thoroughly evaluated, and the operational impacts have been reported on.

While serving as the northern boundary, analysis of the Colvin Blvd/Eggert Rd/Twin Cities Hwy/I-290 Off-Ramp Intersection, operated by the New York State Department of Transportation, has determined that a decrease of travel lanes would detriment current travel conditions, and a 4-lane configuration will continue to be necessary at the Colvin Blvd northbound intersection approach. In that regard, the operationally analyzed 3-lane alternative will begin south of the Sharon Ave/Cloister Court stop-controlled intersection. Traffic was operationally analyzed at the Colvin Blvd/Eggert Rd/Twin Cities Hwy/I-290 Off-Ramp intersection and output summary tables are included below depictive of signal optimization based on recorded counts. The optimization is based upon individual intersection signal operations and is not reflective of a coordinated corridor timing plan. Full analysis output reports for all intersections analyzed have been appended to this section.



| Colvin Blvd / Eggert Rd / I-290 Ramp | AM Peak - Existing Conditions (Signal Optimization) | | | | | | | | | | | |
|--------------------------------------|---|------|-------|--------------|------|-------|-------------------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | I-290 EB Off Ramp | | | Eggert Rd | | |
| Lane Configurations | T, TR | | | L, L Prot | | | L, L Prot | | | RR | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 709 | 6 | 298 | 633 | | | 283 | 204 | | 452 | | |
| v/c Ratio | 0.81 | | 0.37 | 0.76 | | | 0.36 | 0.47 | | 0.86 | | |
| Total Delay | 31.7 | | 21.7 | 29.3 | | | 22.6 | 16.5 | | 37.5 | | |
| LOS | C | | C | C | | | C | B | | D | | |
| Approach Delay | 31.7 | | | 26.9 | | | 20.1 | | | 37.5 | | |
| Approach LOS | C | | | C | | | C | | | D | | |
| Queue Length 50th (ft) | 167 | | 60 | 148 | | | 57 | 46 | | 147 | | |
| Queue Length 95th (ft) | 256 | | 90 | 199 | | | 90 | 107 | | 152 | | |

| | |
|---------------------------|------|
| Actuated-Uncoordinated | 70 |
| Cycle Length (sec) | 29.2 |
| Intersection Signal Delay | C |
| Intersection LOS | |

| Colvin Blvd / Eggert Rd / I-290 Ramp | PM Peak – Existing Conditions (Signal Optimization) | | | | | | | | | | | |
|--------------------------------------|---|------|-------|--------------|------|-------|-------------------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | I-290 EB Off Ramp | | | Eggert Rd | | |
| Lane Configurations | T, TR | | | L, L Prot | | | L, L Prot | | | RR | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 721 | 23 | 484 | 684 | | | 625 | 381 | | 618 | | |
| v/c Ratio | 0.81 | | 0.59 | 0.81 | | | 0.79 | 0.88 | | 0.83 | | |
| Total Delay | 30.6 | | 25.2 | 31.9 | | | 31.4 | 41.4 | | 35.8 | | |
| LOS | C | | C | C | | | C | D | | D | | |
| Approach Delay | 30.6 | | | 29.2 | | | 35.2 | | | 35.8 | | |
| Approach LOS | C | | | C | | | D | | | D | | |
| Queue Length 50th (ft) | 173 | | 104 | 162 | | | 141 | 136 | | 143 | | |
| Queue Length 95th (ft) | 263 | | 150 | 228 | | | 199 | 291 | | 235 | | |

| | |
|---------------------------|------|
| Actuated-Uncoordinated | 70 |
| Cycle Length (sec) | 32.3 |
| Intersection Signal Delay | C |
| Intersection LOS | |

Traveling southbound down the Colvin Blvd corridor, the Colvin Woods Pkwy is the initial signalized intersection where existing conditions traffic outputs were comparatively analyzed with a 3-lane configuration on the facility. In the operationally modeled alternative, the 3-lane configuration on Colvin Blvd is carried through the intersection with left-turn only lanes at each approach, a shared thru-right movement lane, and a single receiving lane. A graphic depiction of the existing geometry and alternative modeled scenario are included below, along with comparative output tables summarizing the operational analysis.



| Colvin Blvd & Colvin Woods | AM Peak - Existing Conditions | | | | | | | | | | | |
|------------------------------------|-------------------------------|------|-------|-------------|------|-------|--------------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Colvin Woods | | | n/a | | |
| Lane Configurations | TL, T | | | T, TR | | | L | | R | | | |
| Turn Type | Perm | | | | | | Prot | | Perm | | | |
| Approach Volume (veh/hr) | 34 | 678 | | | 660 | 140 | 30 | 5 | | | | |
| v/c Ratio | | 0.31 | | | 0.33 | | 0.16 | | 0.03 | | | |
| Total Delay | 3.0 | | | | 2.8 | | 15.3 | 9.0 | | | | |
| LOS | A | | | | A | | B | A | | | | |
| Approach Delay | 3.0 | | | | 2.8 | | | 14.4 | | | | |
| Approach LOS | A | | | | A | | | B | | | | |
| Queue Length 50th (ft) | 0 | | | | 0 | | 9 | 0 | | | | |
| Queue Length 95th (ft) | 67 | | | | 70 | | 17 | 4 | | | | |
| Semi Actuated-Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | | 45 | | | | | | | | | | |
| Intersection Signal Delay | | 3.3 | | | | | | | | | | |
| Intersection LOS | | A | | | | | | | | | | |

| Colvin Blvd & Colvin Woods | AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | |
|----------------------------|---|------|-------|----------------------|------|-------|-------------------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Colvin Woods | | | n/a | | |
| Lane Configurations | L T Perm | | | TR | | | L Prot R Perm | | | | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 34 678 0.10 0.49 | | | 660 140 0.62 0.23 | | | 30 5 0.23 0.04 | | | | | |
| v/c Ratio | | | | | | | | | | | | |
| Total Delay | 3.3 4.4 A A | | | 6.1 A | | | 28.4 15.2 C B | | | | | |
| LOS | | | | | | | | | | | | |
| Approach Delay | 4.3 A | | | 6.1 A | | | 26.5 C | | | | | |
| Approach LOS | | | | | | | | | | | | |
| Queue Length 50th (ft) | 3 94 11 179 | | | 131 261 | | | 19 0 28 6 | | | | | |
| Queue Length 95th (ft) | | | | | | | | | | | | |

| | |
|-----------------------------|-----|
| Semi Actuated-Uncoordinated | |
| Cycle Length (sec) | 65 |
| Intersection Signal Delay | 5.9 |
| Intersection LOS | A |

| Colvin Blvd & Colvin Woods | PM Peak - Existing Conditions | | | | | | | | | | | |
|----------------------------|-------------------------------|------|-------|---------------------|------|-------|--------------------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Colvin Woods | | | | | |
| Lane Configurations | TL, T Perm | | | T, TR | | | L Prot R Perm | | | | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 90 733 0.50 0.37 | | | 769 59 0.37 0.40 | | | 76 52 0.40 0.25 | | | | | |
| v/c Ratio | | | | | | | | | | | | |
| Total Delay | 6.3 A | | | 4.9 A | | | 20.3 6.4 C A | | | | | |
| LOS | | | | | | | | | | | | |
| Approach Delay | 6.3 A | | | 4.9 A | | | 14.6 B | | | | | |
| Approach LOS | | | | | | | | | | | | |
| Queue Length 50th (ft) | 62 50 114 96 | | | 31 0 40 8 | | | | | | | | |
| Queue Length 95th (ft) | | | | | | | | | | | | |

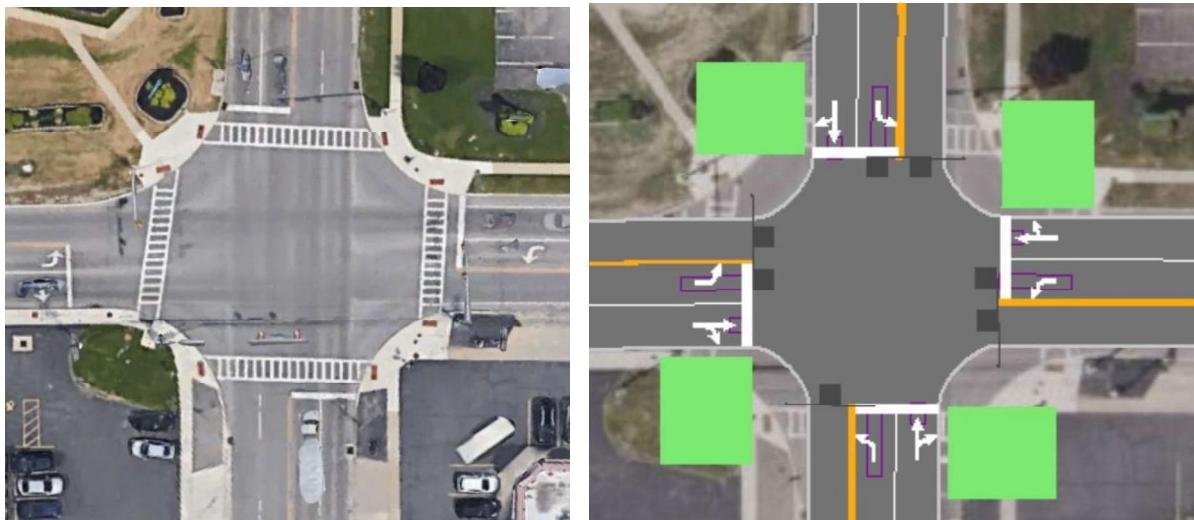
| | |
|-----------------------------|-----|
| Semi Actuated-Uncoordinated | |
| Cycle Length (sec) | 55 |
| Intersection Signal Delay | 6.6 |
| Intersection LOS | A |

| Colvin Blvd & Colvin Woods | PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | |
|----------------------------|---|------|-------|---------------------|------|-------|--------------------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Colvin Woods | | | | | |
| Lane Configurations | L T Perm | | | TR | | | L Prot R Perm | | | | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 90 733 0.32 0.60 | | | 769 59 0.65 0.47 | | | 76 52 0.47 0.28 | | | | | |
| v/c Ratio | | | | | | | | | | | | |
| Total Delay | 7.7 7.6 A A | | | 8.6 A | | | 39.7 8.3 C A | | | | | |
| LOS | | | | | | | | | | | | |
| Approach Delay | 7.6 A | | | 8.6 A | | | 21.0 C | | | | | |
| Approach LOS | | | | | | | | | | | | |
| Queue Length 50th (ft) | 12 138 42 267 | | | 156 347 | | | 46 9 55 9 | | | | | |
| Queue Length 95th (ft) | | | | | | | | | | | | |

| | |
|-----------------------------|-----|
| Semi Actuated-Uncoordinated | |
| Cycle Length (sec) | 70 |
| Intersection Signal Delay | 9.5 |
| Intersection LOS | A |

The comparative operational analysis summary tables for the Colvin Blvd and Colvin Woods Pkwy intersection portray that the operationally analyzed alternative does not show significant degradation to operational performance, with AM peak level-of-service remaining at an “A” and PM peak level-of-service also remaining at an “A”. There was only minor detriment to average vehicular delay when comparing the alternative configuration, and a slight increase to overall signal timing cycle lengths. Average northbound and southbound queuing increased within the alternative modeled scenario.

Continuing south, the succeeding signalized intersection that has been operationally analyzed is located at Colvin Blvd and Brighton Rd. Existing optimized roadway conditions have been comparatively evaluated with a 3-lane roadway configuration on Colvin Blvd. In the alternative concept, each intersection approach includes a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial representation of both the existing geometric conditions and the modeled scenario are illustrated below.

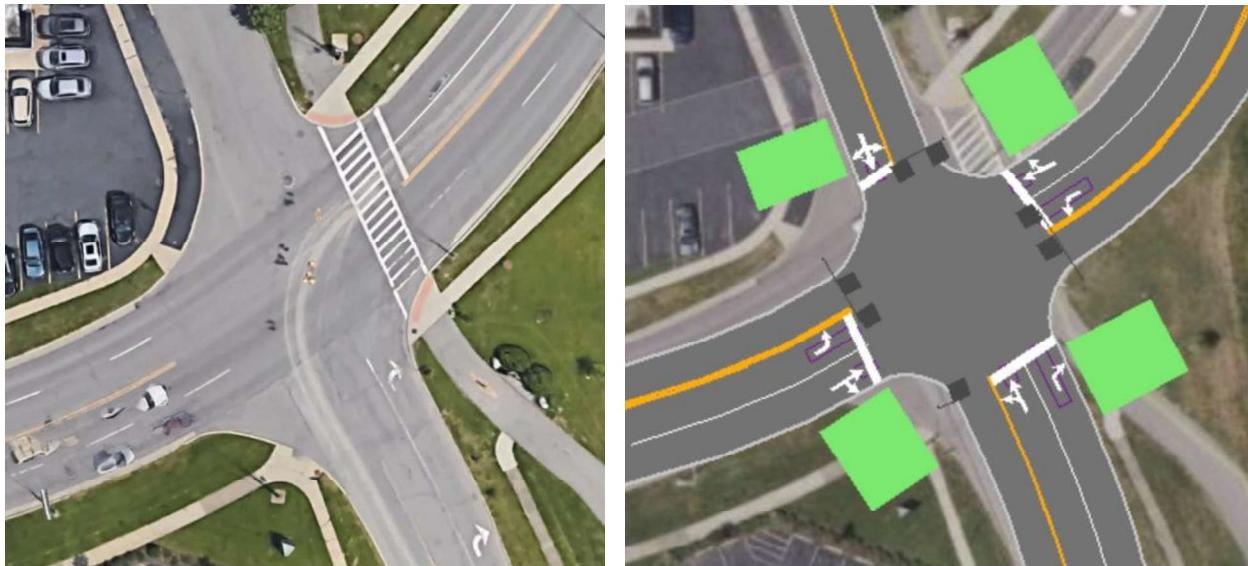


In comparison of operational intersection performance, the analysis summary tables portray that the 3-lane alternative concept on Colvin Blvd (with elimination of the second through lane) exhibit a minor degradation in comparison to existing operating conditions. The intersection currently possesses a protected/permitted northbound left-turn phase, which is carried within the analyzed alternative. The AM peak hour intersection average level-of-service remains at a grade of "C", while the PM peak hour level-of-service declines from a grade of "C" to a "D", which is associated with increased intersection delay. Both peaks show an increase in optimized signal timing cycle length from 65 seconds to 90 seconds. Both peak hours also show increases in average approach queue lengths. Comparative output summary tables conveying these analysis outputs are below.

| AM Peak - Existing Conditions | | | | | | | | | | | | |
|---|-------------|------|-------|-------------|------|-------|-------------|------|-------|-------------|------|-------|
| Colvin Blvd & Brighton Rd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Brighton Rd | | | Brighton Rd | | |
| Lane Configurations | TL, TR | | | TL, TR | | | L | | | L | | |
| Turn Type | Perm & Prot | | | Perm | | | Perm & Prot | | | Perm & Prot | | |
| Approach Volume (veh/hr) | 24 | 618 | 99 | 9 | 607 | 42 | 63 | 164 | 36 | 129 | 188 | 33 |
| v/c Ratio | 0.14 | 0.74 | | 0.05 | 0.92 | | 0.19 | 0.45 | | 0.40 | 0.49 | |
| Total Delay | 14.3 | | | 30.1 | | | 12.8 | 21.1 | | 16.1 | 21.2 | |
| LOS | B | | | C | | | C | | | C | | |
| Approach Delay | 14.3 | | | 30.1 | | | 19.1 | | | 19.3 | | |
| Approach LOS | B | | | C | | | B | | | B | | |
| Queue Length 50th (ft) | 113 | | | 156 | | | 17 | 71 | | 39 | 89 | |
| Queue Length 95th (ft) | 161 | | | 161 | | | 36 | 122 | | 64 | 133 | |
| Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 65 | | | | | | | | | | | |
| Intersection Signal Delay | 21.3 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
| Colvin Blvd & Brighton Rd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Brighton Rd | | | Brighton Rd | | |
| Lane Configurations | L | | | TR | | | L | | | TR | | |
| Turn Type | Perm & Prot | | | Perm | | | Perm & Prot | | | Perm & Prot | | |
| Approach Volume (veh/hr) | 24 | 618 | 99 | 9 | 607 | 42 | 63 | 164 | 36 | 129 | 188 | 33 |
| v/c Ratio | 0.14 | 0.74 | | 0.05 | 0.92 | | 0.31 | 0.64 | | 0.63 | 0.68 | |
| Total Delay | 9.4 | 18.5 | | 13.4 | 39.8 | | 26.2 | 40.4 | | 37.8 | 41.4 | |
| LOS | A | B | | B | D | | C | D | | D | D | |
| Approach Delay | 18.2 | | | 39.4 | | | 37.0 | | | 40.1 | | |
| Approach LOS | B | | | D | | | D | | | D | | |
| Queue Length 50th (ft) | 6 | 295 | | 3 | 405 | | 30 | 118 | | 70 | 146 | |
| Queue Length 95th (ft) | 16 | 447 | | 11 | 512 | | 59 | 182 | | 105 | 199 | |
| Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 90 | | | | | | | | | | | |
| Intersection Signal Delay | 32.0 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

| Colvin Blvd & Brighton Rd | PM Peak - Existing Conditions | | | | | | | | | | | |
|---|-------------------------------|-------|-------|-------------|-------|-------|-------------|-------|-------|-------------|-------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Brighton Rd | | | Brighton Rd | | |
| Lane Configurations | TL, TR | | | TL, TR | | | L TR | | | L TR | | |
| Turn Type | Perm & Prot | | | Perm | | | Perm & Prot | | | Perm & Prot | | |
| Approach Volume (veh/hr) | 32 | 648 | 103 | 27 | 657 | 107 | 108 | 196 | 36 | 144 | 232 | 68 |
| v/c Ratio | 0.68 | | | 0.91 | | | 0.38 | 0.52 | | 0.45 | 0.64 | |
| Total Delay | 16.9 | | | B | | | 15.6 | 23.0 | | 17.0 | 25.7 | |
| LOS | | | | D | | | C | | | B | C | |
| Approach Delay | 16.9 | | | B | | | 20.6 | | | 22.9 | | |
| Approach LOS | | | | D | | | C | | | C | | |
| Queue Length 50th (ft) | 128 | | | | 166 | | 30 | 85 | | 43 | 121 | |
| Queue Length 95th (ft) | 172 | | | | 275 | | 57 | 142 | | 72 | 182 | |
| Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 65 | | | | | | | | | | | |
| Intersection Signal Delay | 25.1 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
| Colvin Blvd & Brighton Rd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Brighton Rd | | | Brighton Rd | | |
| Lane Configurations | L TR | | | L TR | | | L TR | | | L TR | | |
| Turn Type | Perm & Prot | | | Perm | | | Perm & Prot | | | Perm & Prot | | |
| Approach Volume (veh/hr) | 32 | 648 | 103 | 27 | 657 | 107 | 108 | 196 | 36 | 144 | 232 | 68 |
| v/c Ratio | 0.19 | 0.85 | | 0.22 | 0.93 | | 0.60 | 0.66 | | 0.64 | 0.87 | |
| Total Delay | 10.4 | 24.6 | | B | 19.0 | 38.6 | 36.8 | 39.3 | | 36.0 | 54.9 | |
| LOS | | | | D | | | D | | | D | | |
| Approach Delay | | 24.1 | | C | | 38.0 | | 38.5 | | | 48.8 | |
| Approach LOS | | | | D | | | D | | | D | | |
| Queue Length 50th (ft) | 8 | 348 | | 20 | 487 | | 9 | 424 | | 52 | 139 | |
| Queue Length 95th (ft) | | | | | | 31 | 685 | | 101 | 212 | | 117 |
| Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 90 | | | | | | | | | | | |
| Intersection Signal Delay | 35.6 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

The Colvin Blvd and Northwood Dr/Belmont Ave signalized intersection has also been operationally analyzed in comparison to the existing roadway configuration with a 3-lane scenario on Colvin Blvd. The intersection currently possesses a protected/permitted westbound left-turn phase which is carried within the analyzed alternative. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included for reference.

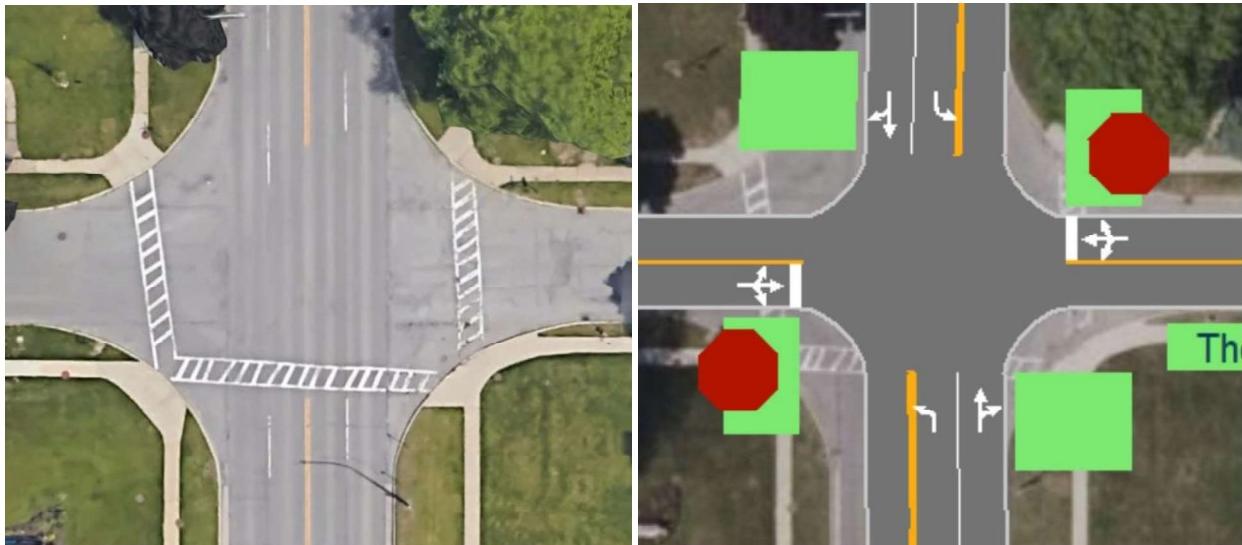


The comparative operational analysis summary for the Colvin Blvd and Northwood Dr/Belmont Ave signalized intersection portrays that 3-lane alternative does not show significant degradation to operational performance, with AM peak hour intersection average level-of-service slightly shifting from a grade of "A" to a "B", due to a very minor increase in overall intersection delay. PM peak hour level-of-service also shifts slightly from a grade of "A" to a "B" in comparing roadway configuration scenarios. Optimized signal timing cycle length remains consistent with existing conditions, and average queuing is minimally impacted. Comparative intersection performance remains at acceptable thresholds.

| Colvin Blvd & Belmont/Northwood | AM Peak - Existing Conditions | | | | | | | | | | | |
|---------------------------------|-------------------------------|------|-------|-------------|------|-------|--------------|------|-------|-----------------------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Belmont | | | Northwood | | | Colvin Blvd | | | Colvin Blvd | | |
| Lane Configurations | TL R Perm | | | LTR Perm | | | L TR Perm | | | TL, TR Perm & Prot | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 5 | 7 | 250 | 11 | 19 | 5 | 0 | 426 | 9 | 239 | 433 | 18 |
| v/c Ratio | 0.06 | 0.56 | | 0.22 | | | 0.34 | | | 0.53 | | |
| Total Delay | 16.1 | 9.4 | | 16.5 | | | 9.8 | | | 5.4 | | |
| LOS | B | A | | B | | | A | | | A | | |
| Approach Delay | 9.7 | | | 16.5 | | | 9.8 | | | 5.4 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| Queue Length 50th (ft) | 3 | 24 | | 11 | | | 40 | | | 37 | | |
| Queue Length 95th (ft) | 13 | 54 | | 22 | | | 71 | | | 63 | | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 55 | | | | | | | | | | | |
| Intersection Signal Delay | 7.9 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

| AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
|---|------------|------|-------|------------|------|-------|-------------|------|-------|-------------|------|-------|
| Colvin Blvd & Belmont/Northwood | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Belmont | | | Northwood | | | Colvin Blvd | | | Colvin Blvd | | |
| Lane Configurations | TL | R | | LTR | | | L | TR | | L | TR | |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm & Prot | | |
| Approach Volume (veh/hr) | 5 | 7 | 250 | 11 | 19 | 6 | 0 | 426 | 9 | 239 | 433 | 18 |
| v/c Ratio | 0.06 | 0.54 | | 0.21 | | | 0.71 | | | 0.62 | 0.47 | |
| Total Delay | 16.0 | 8.9 | | 16.2 | | | 18.0 | | | 11.5 | 6.0 | |
| LOS | B | A | | B | | | B | | | B | A | |
| Approach Delay | 9.3 | | | 16.2 | | | 18.0 | | | 7.9 | | |
| Approach LOS | A | | | B | | | B | | | A | | |
| Queue Length 50th (ft) | 3 | 24 | | 11 | | | 91 | | | 23 | 50 | |
| Queue Length 95th (ft) | 13 | 54 | | 22 | | | 181 | | | 50 | 99 | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 55 | | | | | | | | | | | |
| Intersection Signal Delay | 11.4 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| PM Peak - Existing Conditions | | | | | | | | | | | | |
| Colvin Blvd & Belmont/Northwood | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Belmont | | | Northwood | | | Colvin Blvd | | | Colvin Blvd | | |
| Lane Configurations | TL | R | | LTR | | | TL,TR | | | TL, TR | | |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm & Prot | | |
| Approach Volume (veh/hr) | 3 | 24 | 241 | 7 | 16 | 4 | 0 | 432 | 7 | 266 | 556 | 7 |
| v/c Ratio | 0.11 | 0.49 | | 0.15 | | | 0.41 | | | 0.62 | 0.61 | |
| Total Delay | 15.9 | 7.5 | | 14.7 | | | 10.6 | | | 6.5 | | |
| LOS | B | A | | B | | | B | | | A | | |
| Approach Delay | 8.4 | | | 14.7 | | | 10.6 | | | 6.5 | | |
| Approach LOS | A | | | B | | | B | | | A | | |
| Queue Length 50th (ft) | 6 | 15 | | 7 | | | 37 | | | 42 | | |
| Queue Length 95th (ft) | 22 | 50 | | 18 | | | 67 | | | 75 | | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 55 | | | | | | | | | | | |
| Intersection Signal Delay | 8.2 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
| Colvin Blvd & Belmont/Northwood | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Belmont | | | Northwood | | | Colvin Blvd | | | Colvin Blvd | | |
| Lane Configurations | TL | R | | LTR | | | TL,TR | | | TL, TR | | |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm & Prot | | |
| Approach Volume (veh/hr) | 3 | 24 | 241 | 7 | 16 | 4 | 0 | 432 | 7 | 266 | 556 | 7 |
| v/c Ratio | 0.11 | 0.51 | | 0.16 | | | 0.69 | | | 0.62 | 0.53 | |
| Total Delay | 16.7 | 8.1 | | 15.6 | | | 16.6 | | | 10.9 | 6.5 | |
| LOS | B | A | | B | | | B | | | B | A | |
| Approach Delay | 9.0 | | | 15.6 | | | 16.6 | | | 7.9 | | |
| Approach LOS | A | | | B | | | B | | | A | | |
| Queue Length 50th (ft) | 7 | 19 | | 8 | | | 86 | | | 23 | 59 | |
| Queue Length 95th (ft) | 22 | 50 | | 18 | | | 170 | | | 61 | 128 | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 55 | | | | | | | | | | | |
| Intersection Signal Delay | 10.7 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Continuing through the “S” curves to the south, the unsignalized Colvin Blvd and Thorncliff Rd intersection was evaluated as part of the corridor traffic analysis. The intersection operates as two-way stop-controlled, with stop signs located at the Thorncliff Rd intersection approaches. During both AM and PM peak hours, level-of-service grades remained at an “A” in comparison of existing conditions and 3-lane Colvin Blvd configurations, with very minor degradation to Thorncliff Ave approach delay. A graphic depiction of the existing geometry and alternative modeled scenario are included below, along with comparative output tables summarizing the operational analysis.

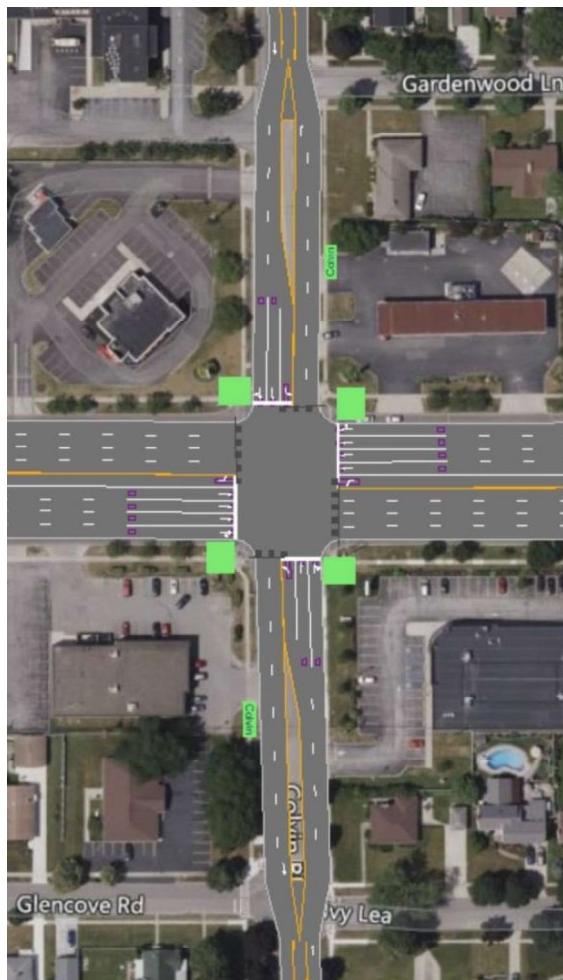


| AM Peak - Existing Conditions | | | | | | | | | | | |
|--|-----------------------|------|-------|-----------------------|------|-------|----------------------|------|----------------------|------|------|
| Colvin Blvd & Thorncliff Rd | Northbound | | | Southbound | | | Eastbound | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru |
| Street Name Lane Configurations | Colvin Blvd TL, TR | | | Colvin Blvd TL, TR | | | Thorncliff Rd LTR | | Thorncliff Rd LTR | | |
| Approach Volume (veh/hr) | 36 | | | 412 | | | 1 | | 2 | | |
| Approach HCM Control Delay (sec) | 0.9 | | | 519 | | | 9 | | 0.0 | | |
| Approach HCM LOS | A | | | A | | | C | | A | | |
| Lane HCM Control Delay (sec) | 9.0 | | | 8.3 | | | 0.2 | | 0 | | |
| Lane HCM LOS | A | | | A | | | C | | A | | |
| Unsignalized Intersection Delay (sec/veh) | 3.5 | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | |

| Colvin Blvd & Thorncliff Rd | | AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | |
|----------------------------------|-------------|---|------|-------|-------------|------|-------|---------------|------|-------|---------------|------|-------|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | Colvin Blvd | | | Colvin Blvd | | | Thorncliff Rd | | | Thorncliff Rd | | |
| Lane Configurations | L TR | L TR | | | L TR | | | LTR | | | LTR | | |
| Approach Volume (veh/hr) | 36 | 412 | 1 | 2 | 519 | 9 | 14 | 6 | 93 | | 5 | 4 | 5 |
| Approach HCM Control Delay (sec) | 0.7 | | | 0.0 | | | 27.6 | D | | | 31.4 | | |
| Approach HCM LOS | | | | | | | | | | | | | |
| Lane HCM Control Delay (sec) | 8.9 | | | 8.3 | | | 27.6 | D | | | 31.4 | | |
| Lane HCM LOS | A | | | A | | | D | | | | D | | |
| Unsignalized | | | | | | | | | | | | | |
| Intersection Delay (sec/veh) | | | | 5.0 | | | | | | | | | |
| Intersection LOS | | | | A | | | | | | | | | |
| Colvin Blvd & Thorncliff Rd | | PM Peak - Existing Conditions | | | | | | | | | | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | Colvin Blvd | | | Colvin Blvd | | | Thorncliff Rd | | | Thorncliff Rd | | |
| Lane Configurations | TL, TR | TL, TR | | | TL, TR | | | LTR | | | LTR | | |
| Approach Volume (veh/hr) | 44 | 493 | 6 | 5 | 519 | 24 | 11 | 10 | 41 | | 3 | 3 | 5 |
| Approach HCM Control Delay (sec) | 1.0 | | | 0.1 | | | 18.9 | C | | | 20.1 | | |
| Approach HCM LOS | | | | | | | | | | | | | |
| Lane HCM Control Delay (sec) | 8.9 | 0.3 | | 8.6 | 0 | | 18.9 | C | | | 20.1 | | |
| Lane HCM LOS | A | A | | A | A | | C | | | | C | | |
| Unsignalized | | | | | | | | | | | | | |
| Intersection Delay (sec/veh) | | | | 2.1 | | | | | | | | | |
| Intersection LOS | | | | A | | | | | | | | | |
| Colvin Blvd & Thorncliff Rd | | PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | Colvin Blvd | | | Colvin Blvd | | | Thorncliff Rd | | | Thorncliff Rd | | |
| Lane Configurations | L TR | L TR | | | L TR | | | LTR | | | LTR | | |
| Approach Volume (veh/hr) | 44 | 493 | 6 | 5 | 519 | 24 | 11 | 10 | 41 | | 3 | 3 | 5 |
| Approach HCM Control Delay (sec) | 0.7 | | | 0.1 | | | 23.6 | C | | | 24.2 | | |
| Approach HCM LOS | | | | | | | | | | | | | |
| Lane HCM Control Delay (sec) | 8.8 | | | 8.6 | | | 23.6 | C | | | 24.2 | | |
| Lane HCM LOS | A | | | A | | | C | | | | C | | |
| Unsignalized | | | | | | | | | | | | | |
| Intersection Delay (sec/veh) | | | | 2.3 | | | | | | | | | |
| Intersection LOS | | | | A | | | | | | | | | |

Analysis of the signalized intersection of Colvin Blvd and Sheridan Dr, operated by the New York State Department of Transportation, has determined that a decrease of travel lanes would detriment current travel conditions, and the current Colvin Blvd approach configuration will continue to be necessary at both northbound and southbound intersection approaches. Therefore, the 3-lane Colvin Blvd alternative reflects the existing roadway configuration south of the Gardenwood Ln junction. Beyond the Colvin Blvd and Sheridan Dr intersection, the existing roadway configuration will taper back into the

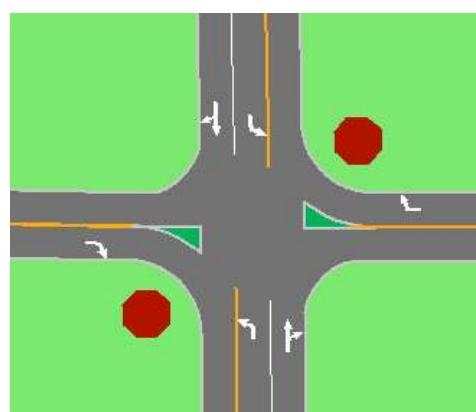
alternative 3-lane configuration south of the Glencove Rd/Ivy Lea junction. A graphic depiction of the 3-lane scenario with upstream and downstream tapers at the aforementioned locations has been included below. Traffic was operationally analyzed at the Colvin Blvd and Sheridan Dr intersection and output summary tables are included below depictive of signal optimization based on recorded counts. The optimization is based upon individual intersection signal operations and is not reflective of a coordinated corridor timing plan.



| Colvin Blvd & Sheridan Dr | AM Peak - Existing Conditions (Signal Optimization) | | | | | | | | | | | |
|---------------------------|---|------|-------|------------------------|------|-------|------------------|------|-------|------------------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Sheridan Dr | | | Sheridan Dr | | |
| Lane Configurations | L T, TR Perm & Prot | | | L T, TR Perm & Prot | | | L T,T,TR Prot | | | L T,T,TR Prot | | |
| Approach Volume (veh/hr) | 211 | 380 | 187 | 51 | 387 | 104 | 57 | 573 | 112 | 97 | 590 | 32 |
| v/c Ratio | 0.79 | 0.50 | | 0.21 | 0.63 | | 0.50 | 0.45 | | 0.74 | 0.34 | |
| Total Delay | 36.1 | 15.4 | | 12.6 | 21.4 | | 43.2 | 18.0 | | 64.0 | 17.5 | |
| LOS | D | B | | B | C | | D | B | | E | B | |
| Approach Delay | 21.0 | | | 20.5 | | | 20.0 | | | 23.7 | | |
| Approach LOS | C | | | C | | | B | | | C | | |
| Queue Length 50th (ft) | 59 | 89 | | 15 | 105 | | 26 | 67 | | 41 | 59 | |
| Queue Length 95th (ft) | 138 | 135 | | 29 | 126 | | 67 | 89 | | 116 | 83 | |
| Actuated-Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 65 | | | | | | | | | | | |
| Intersection Signal Delay | 21.3 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

| Colvin Blvd & Sheridan Dr | PM Peak - Existing Conditions (Signal Optimization) | | | | | | | | | | | |
|---------------------------|---|------|-------|------------------------|------|-------|------------------|------|-------|------------------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Sheridan Dr | | | Sheridan Dr | | |
| Lane Configurations | L T, TR Perm & Prot | | | L T, TR Perm & Prot | | | L T,T,TR Prot | | | L T,T,TR Prot | | |
| Approach Volume (veh/hr) | 195 | 369 | 171 | 48 | 407 | 85 | 86 | 863 | 167 | 202 | 789 | 51 |
| v/c Ratio | 0.75 | 0.53 | | 0.17 | 0.55 | | 0.45 | 0.66 | | 0.85 | 0.44 | |
| Total Delay | 33.7 | 18.5 | | 14.1 | 22.9 | | 35.7 | 24.1 | | 62.4 | 20.7 | |
| LOS | C | B | | C | | | D | C | | E | C | |
| Approach Delay | 22.5 | | | 22.1 | | | 24.9 | | | 28.8 | | |
| Approach LOS | C | | | C | | | C | | | C | | |
| Queue Length 50th (ft) | 64 | 102 | | 13 | 96 | | 37 | 116 | | 89 | 89 | |
| Queue Length 95th (ft) | 133 | 142 | | 32 | 143 | | 79 | 150 | | 200 | 118 | |
| Actuated-Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 70 | | | | | | | | | | | |
| Intersection Signal Delay | 25.1 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Continuing south along the corridor, the unsignalized Colvin Blvd and Woodcrest Blvd intersection was analyzed under the existing configuration in comparison to the 3-lane alternative scenario on Colvin Blvd. The intersection operates as two-way stop-controlled, with stop signs located at the Woodcrest Blvd intersection approaches. Approaches from Woodcrest Blvd have been modeled as right-turn only. An aerial representation of both the existing geometric conditions and the modeled alternative scenario are included for reference.



The 3-lane configuration exhibits minor improvements to the operating performance of the two-way stop-controlled intersection during the AM peak hour, remaining at an intersection average level-of-service grade of “A” with a slight improvement to average delay. PM peak hour level-of-service grades change from a “C” to an “A” when comparing the existing roadway configuration with the 3-lane Colvin Blvd scenario, conveying a vast improvement to average delay at the intersection.

| AM Peak - Existing Conditions | | | | | | | | | | | | |
|----------------------------------|-------------|------|-------|-------------|------|-------|---------------|------|-------|---------------|------|-------|
| Colvin Blvd & Woodcrest Ave | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Woodcrest Ave | | | Woodcrest Ave | | |
| Lane Configurations | TL, TR | | | TL, TR | | | LTR | | | LTR | | |
| Approach Volume (veh/hr) | 16 | 713 | 35 | 46 | 584 | 10 | 6 | 25 | 42 | 7 | 32 | 50 |
| Approach HCM Control Delay (sec) | 0.0 | | | 1.1 | | | 61.6 | | | 76.3 | | |
| Approach HCM LOS | | | | | | | F | | | F | | |
| Lane HCM Control Delay (sec) | 8.9 | 0.2 | | 10.0 | 0.4 | | 61.6 | | | 76.3 | | |
| Lane HCM LOS | A | A | | A | A | | F | | | F | | |
| Unsignalized | | | | | | | | | | | | |
| Intersection Delay (sec/veh) | 9.8 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

| AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
|---|-------------|------|-------|-------------|------|-------|---------------|------|-------|---------------|------|-------|
| Colvin Blvd & Woodcrest Ave | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Woodcrest Ave | | | Woodcrest Ave | | |
| Lane Configurations | L, TR | | | L, TR | | | R | | | R | | |
| Approach Volume (veh/hr) | 16 | 713 | 35 | 46 | 584 | 10 | | | 42 | | | 50 |
| Approach HCM Control Delay (sec) | 0.2 | | | 0.7 | | | 13.9 | | | 16.5 | | |
| Approach HCM LOS | | | | | | | B | | | C | | |
| Lane HCM Control Delay (sec) | 8.9 | | | 9.9 | | | 13.9 | | | 16.5 | | |
| Lane HCM LOS | A | | | A | | | B | | | C | | |
| Unsignalized | | | | | | | | | | | | |
| Intersection Delay (sec/veh) | 1.6 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

| PM Peak - Existing Conditions | | | | | | | | | | | | |
|----------------------------------|-------------|------|-------|-------------|------|-------|---------------|------|-------|---------------|------|-------|
| Colvin Blvd & Woodcrest Ave | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Woodcrest Ave | | | Woodcrest Ave | | |
| Lane Configurations | TL, TR | | | TL, TR | | | LTR | | | LTR | | |
| Approach Volume (veh/hr) | 21 | 745 | 37 | 31 | 716 | 20 | 5 | 46 | 19 | 10 | 36 | 50 |
| Approach HCM Control Delay (sec) | 0.0 | | | 0.1 | | | 180.5 | | | 217.5 | | |
| Approach HCM LOS | | | | | | | F | | | F | | |
| Lane HCM Control Delay (sec) | 9.3 | 0.2 | | 9.8 | 0.3 | | 180.5 | | | 217.5 | | |
| Lane HCM LOS | A | A | | A | A | | F | | | F | | |
| Unsignalized | | | | | | | | | | | | |
| Intersection Delay (sec/veh) | 23.6 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

| Colvin Blvd & Woodcrest Ave | PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | |
|----------------------------------|---|------|-------|-------------|------|-------|---------------|------|-------|---------------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Woodcrest Ave | | | Woodcrest Ave | | |
| Lane Configurations | L TR | | | L TR | | | R | | | R | | |
| Approach Volume (veh/hr) | 21 | 745 | 37 | 31 | 716 | 20 | | | | 19 | | 50 |
| Approach HCM Control Delay (sec) | 0.2 | | | 0.4 | | | 14.4 | B | | | 17.3 | C |
| Approach HCM LOS | | | | | | | | | | | | |
| Lane HCM Control Delay (sec) | 9.3 | | | 9.8 | | | 14.4 | B | | 17.1 | | |
| Lane HCM LOS | A | | | A | | | B | | | C | | |
| Unsignalized | | | | | | | | | | | | |
| Intersection Delay (sec/veh) | | | | 1.1 | | | | | | | | |
| Intersection LOS | | | | A | | | | | | | | |

The Colvin Blvd and Highland Pkwy signalized intersection was analyzed for existing operationally optimized conditions in comparison to the alternative configuration. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a thru-movement lane, a right-only turn lane, and a single receiving lane. Therefore, eliminating a receiving lane in the northbound and southbound directions. The intersection currently possesses protected/permitted northbound and southbound left-turn phases, which are carried within the analyzed alternative. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included below.



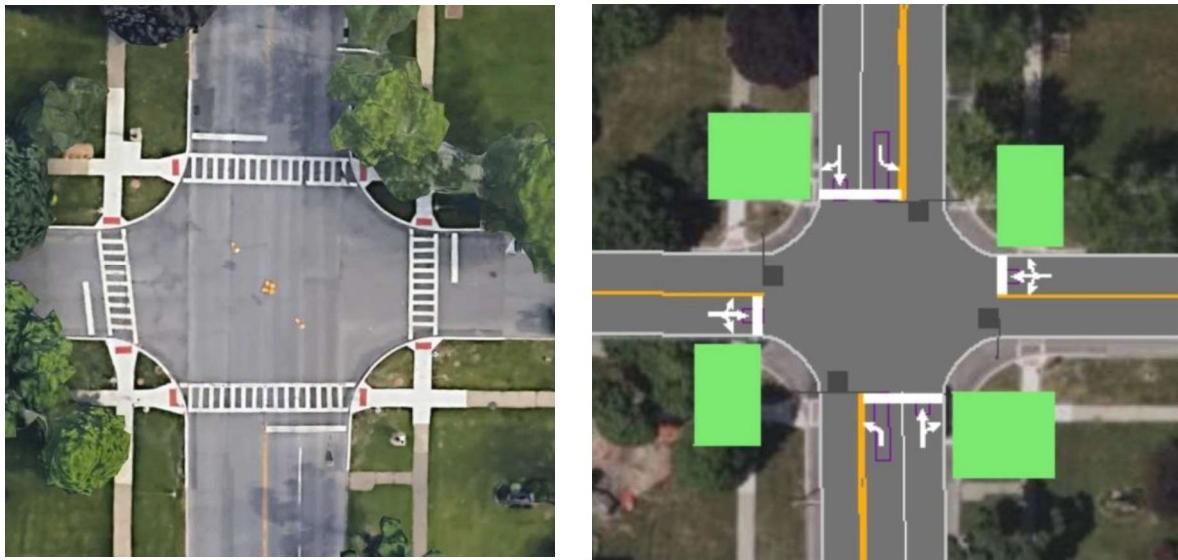
Comparative operational analysis results for the Colvin Blvd and Highland Pkwy intersection convey that the average intersection AM peak hour level-of-service degrade from a grade of "B" under the existing optimized configuration to a grade of "C" in the alternative scenario. PM peak hour level-of-service also decline from a grade of "B" under the existing optimized configuration to a grade of "C" in the alternative concept. Both peaks also show increases in average approach queue lengths. Output summary tables comparing operational performance between existing and alternative roadway configurations are below.

| AM Peak - Existing Conditions | | | | | | | | | | | | | |
|--|-------------|------|-------|-------------|------|-------|---------------|------|-------|---------------|------|-------|--|
| Colvin Blvd & Highland Pkwy | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Highland Pkwy | | | Highland Pkwy | | | |
| Lane Configurations | L T, TR | | | L T, TR | | | L TR | | | L TR | | | |
| Turn Type | Perm & Prot | | | Perm & Prot | | | Perm | | | Perm | | | |
| Approach Volume (veh/hr) | 36 0.10 | | | 586 0.62 | | | 92 0.35 | | | 108 0.37 | | | |
| v/c Ratio | | | | | | | | | | | | | |
| Total Delay | 7.3 | | | 18.0 | | | 9.9 | | | 12.0 | | | |
| LOS | A | | | B | | | A | | | B | | | |
| Approach Delay | 17.4 | | | | | | 11.6 | | | 18.8 | | | |
| Approach LOS | B | | | | | | B | | | B | | | |
| Queue Length 50th (ft) | 7 | | | 125 | | | 19 | | | 54 | | | |
| Queue Length 95th (ft) | 17 | | | 163 | | | 40 | | | 117 | | | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | | |
| Cycle Length (sec) | 60 | | | | | | | | | | | | |
| Intersection Signal Delay | 16.3 | | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | | |
| AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | | |
| Colvin Blvd & Highland Pkwy | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Highland Pkwy | | | Highland Pkwy | | | |
| Lane Configurations | L T R | | | L T R | | | L TR | | | L TR | | | |
| Turn Type | Perm & Prot | | | Perm & Prot | | | Perm | | | Perm | | | |
| Approach Volume (veh/hr) | 36 0.10 | | | 586 0.83 | | | 92 0.15 | | | 108 0.46 | | | |
| v/c Ratio | | | | | | | | | | | | | |
| Total Delay | 6.5 | | | 26.8 | | | 11.8 | | | 12.5 | | | |
| LOS | A | | | B | | | B | | | B | | | |
| Approach Delay | 23.8 | | | | | | 15.1 | | | 22.7 | | | |
| Approach LOS | C | | | | | | B | | | C | | | |
| Queue Length 50th (ft) | 6 | | | 237 | | | 25 | | | 19 | | | |
| Queue Length 95th (ft) | 16 | | | 381 | | | 49 | | | 38 | | | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | | |
| Cycle Length (sec) | 65 | | | | | | | | | | | | |
| Intersection Signal Delay | 21.2 | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | |

| Colvin Blvd & Highland Pkwy | PM Peak - Existing Conditions | | | | | | | | | | | |
|-----------------------------|-------------------------------|------|-------|------------------------|------|-------|---------------|------|-------|---------------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Highland Pkwy | | | Highland Pkwy | | |
| Lane Configurations | L T, TR Perm & Prot | | | L T, TR Perm & Prot | | | L TR Perm | | | L TR Perm | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 39 | 597 | 51 | 96 | 578 | 69 | 42 | 191 | 35 | 84 | 207 | 133 |
| v/c Ratio | 0.12 | 0.61 | | 0.30 | 0.47 | | 0.19 | 0.38 | | 0.25 | 0.63 | |
| Total Delay | 7.8 | 17.4 | | 9.8 | 13.4 | | 16.0 | 16.4 | | 16.1 | 21.2 | |
| LOS | A | B | | A | B | | B | B | | B | C | |
| Approach Delay | 16.9 | | | 13.0 | | | 16.3 | | | 20.2 | | |
| Approach LOS | B | | | B | | | B | | | C | | |
| Queue Length 50th (ft) | 7 | 106 | | 16 | 65 | | 10 | 59 | | 22 | 102 | |
| Queue Length 95th (ft) | 18 | 147 | | 35 | 141 | | 32 | 110 | | 52 | 181 | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 55 | | | | | | | | | | | |
| Intersection Signal Delay | 16.1 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

| Colvin Blvd & Highland Pkwy | PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | |
|-----------------------------|---|------|-------|----------------------|------|-------|---------------|------|-------|---------------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Highland Pkwy | | | Highland Pkwy | | |
| Lane Configurations | L T R Perm & Prot | | | L T R Perm & Prot | | | L TR Perm | | | L TR Perm | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 39 | 597 | 51 | 96 | 578 | 69 | 42 | 191 | 35 | 84 | 207 | 133 |
| v/c Ratio | 0.13 | 0.85 | 0.09 | 0.36 | 0.70 | 0.10 | 0.28 | 0.47 | | 0.33 | 0.77 | |
| Total Delay | 6.9 | 28.3 | 11.1 | 9.9 | 19.2 | 10.8 | 24.2 | 22.6 | | 22.8 | 33.6 | |
| LOS | A | C | B | A | B | B | C | C | | C | C | |
| Approach Delay | 25.8 | | | 17.2 | | | 22.9 | | | 31.5 | | |
| Approach LOS | C | | | B | | | C | | | C | | |
| Queue Length 50th (ft) | 7 | 233 | 13 | 16 | 194 | 16 | 14 | 79 | | 29 | 135 | |
| Queue Length 95th (ft) | 17 | 392 | 31 | 34 | 315 | 38 | 41 | 140 | | 66 | 260 | |
| Semi-Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 65 | | | | | | | | | | | |
| Intersection Signal Delay | 23.7 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

The Colvin Blvd and Deerhurst Park Blvd signalized intersection has also been operationally analyzed in comparison of the existing roadway configuration with a 3-lane scenario on Colvin Blvd. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included for reference.

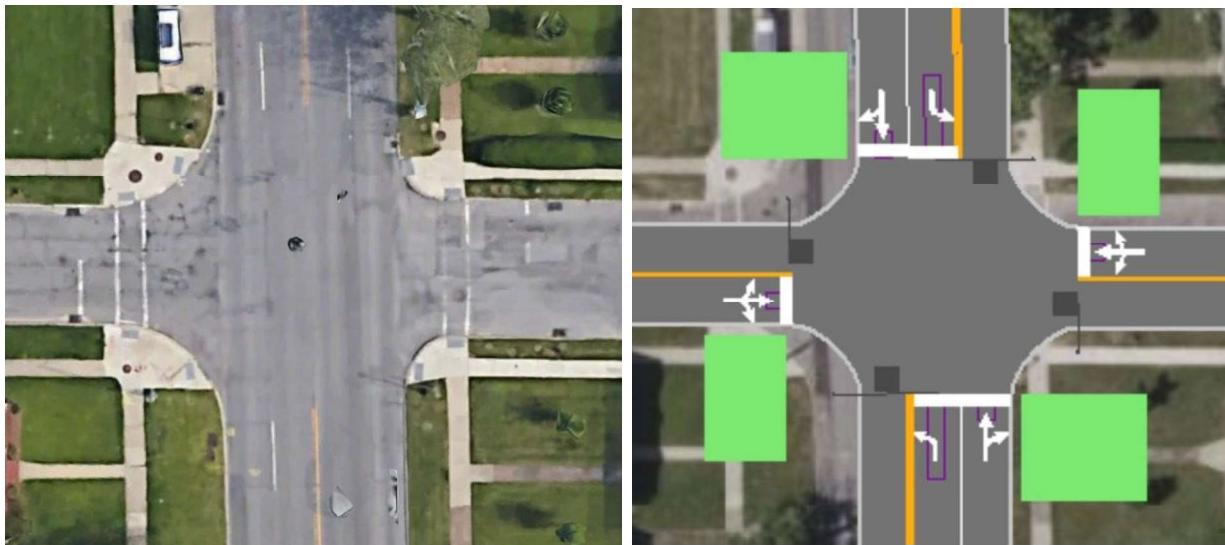


The Colvin Blvd and Deerhurst Park Blvd signalized intersection analysis output summary tables convey that both AM and PM peak hour intersection average level-of-service remains at a grade of "A" when comparing existing conditions with the modeled alternative scenario. Minor detriments to average vehicular delay and average queue lengths are exhibited. Comparative output summary tables conveying these analysis outputs are below.

| Colvin Blvd & Deerhurst Park Blvd | AM Peak - Existing Conditions | | | | | | | | | | | |
|-----------------------------------|-------------------------------|------|-------|-------------|------|-------|-----------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Deerhurst | | | Deerhurst | | |
| Lane Configurations | TL, TR | | | TL, TR | | | LTR | | | LTR | | |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Approach Volume (veh/hr) | 12 | 624 | 7 | 5 | 571 | 18 | 32 | 47 | 24 | 43 | 30 | 20 |
| v/c Ratio | 0.34 | | | 0.35 | | | 0.38 | | | 0.39 | | |
| Total Delay | 5.9 | | | 5.9 | | | 12.0 | | | 12.5 | | |
| LOS | A | | | A | | | B | | | B | | |
| Approach Delay | 5.9 | | | 5.9 | | | 12.0 | | | 12.5 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| Queue Length 50th (ft) | 34 | | | 35 | | | 17 | | | 18 | | |
| Queue Length 95th (ft) | 73 | | | 68 | | | 34 | | | 31 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 45 | | | | | | | | | | | |
| Intersection Signal Delay | 7.0 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

| AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
|---|-------------|------|-------|-------------|------|-------|-----------|------|-------|-----------|------|-------|
| Colvin Blvd & Deerhurst Park Blvd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Deerhurst | | | Deerhurst | | |
| Lane Configurations | L TR | | | L TR | | | LTR | | | LTR | | |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Approach Volume (veh/hr) | 12 | 624 | 7 | 5 | 571 | 18 | 32 | 47 | 24 | 43 | 30 | 20 |
| v/c Ratio | 0.03 | 0.52 | | 0.01 | 0.55 | | 0.48 | | | 0.50 | | |
| Total Delay | 4.8 | 7.5 | | 4.6 | 7.9 | | 20.7 | | | 22.0 | | |
| LOS | A | A | | A | A | | C | | | C | | |
| Approach Delay | 7.4 | | | 7.9 | | | 20.7 | | | 22.0 | | |
| Approach LOS | A | | | A | | | C | | | C | | |
| Queue Length 50th (ft) | 1 | 91 | | 1 | 98 | | 32 | | | 32 | | |
| Queue Length 95th (ft) | 7 | 215 | | 4 | 204 | | 54 | | | 48 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 60 | | | | | | | | | | | |
| Intersection Signal Delay | 10.0 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| PM Peak - Existing Conditions | | | | | | | | | | | | |
| Colvin Blvd & Deerhurst Park Blvd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Deerhurst | | | Deerhurst | | |
| Lane Configurations | TL, TR | | | TL, TR | | | LTR | | | LTR | | |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Approach Volume (veh/hr) | 40 | 671 | 26 | 11 | 648 | 29 | 12 | 23 | 35 | 25 | 36 | 10 |
| v/c Ratio | 0.37 | | | 0.31 | | | 0.27 | | | 0.25 | | |
| Total Delay | 4.6 | | | 4.3 | | | 9.0 | | | 12.3 | | |
| LOS | A | | | A | | | A | | | B | | |
| Approach Delay | 4.6 | | | 4.3 | | | 9.0 | | | 12.3 | | |
| Approach LOS | A | | | A | | | A | | | B | | |
| Queue Length 50th (ft) | 37 | | | 32 | | | 7 | | | 11 | | |
| Queue Length 95th (ft) | 74 | | | 64 | | | 22 | | | 30 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 45 | | | | | | | | | | | |
| Intersection Signal Delay | 5.1 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
| Colvin Blvd & Deerhurst Park Blvd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Deerhurst | | | Deerhurst | | |
| Lane Configurations | L TR | | | L TR | | | LTR | | | LTR | | |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Approach Volume (veh/hr) | 40 | 671 | 26 | 11 | 648 | 29 | 12 | 23 | 35 | 25 | 36 | 10 |
| v/c Ratio | 0.09 | 0.55 | | 0.03 | 0.52 | | 0.34 | | | 0.32 | | |
| Total Delay | 4.0 | 6.5 | | 3.5 | 6.1 | | 14.7 | | | 20.5 | | |
| LOS | A | A | | A | A | | B | | | C | | |
| Approach Delay | 6.4 | | | 6.0 | | | 14.7 | | | 20.5 | | |
| Approach LOS | A | | | A | | | B | | | C | | |
| Queue Length 50th (ft) | 3 | 93 | | 1 | 84 | | 12 | | | 18 | | |
| Queue Length 95th (ft) | 14 | 208 | | 5 | 186 | | 33 | | | 47 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 60 | | | | | | | | | | | |
| Intersection Signal Delay | 7.3 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

The signalized intersection of Colvin Blvd and Crosby Ave was also comparatively analyzed for operational performance under optimized existing conditions and the 3-lane Colvin Blvd alternative. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included below.

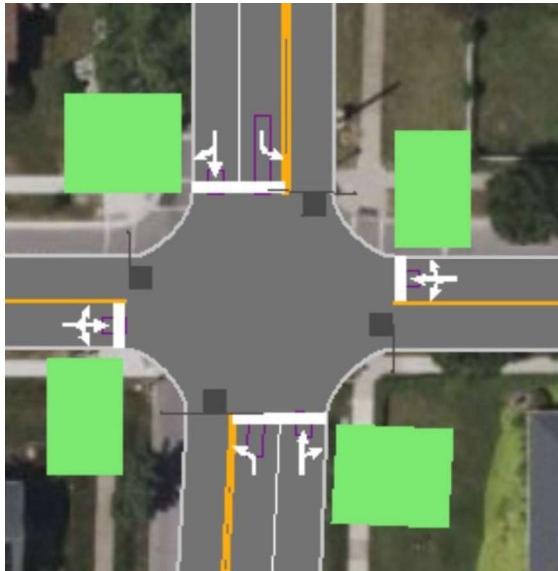


The Colvin Blvd and Crosby Ave signalized intersection analysis output summary tables convey that both AM and PM peak hour intersection average level-of-service remains at a grade of "A" when comparing existing conditions with the modeled alternative scenario. Minor detriments to average vehicular delay and average queue lengths are exhibited without any significant impact to intersection operating performance. Comparative output summary tables conveying these analysis outputs have been included.

| AM Peak - Existing Conditions | | | | | | | | | | | | |
|---|----------------|------|-------|----------------|------|-------|-------------|------|-------|-------------|------|-------|
| Colvin Blvd & Crosby Ave | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Crosby Ave | | | Crosby Ave | | |
| Lane Configurations | TL, TR Perm | | | TL, TR Perm | | | LTR Perm | | | LTR Perm | | |
| Approach Volume (veh/hr) | 5 | 580 | 11 | 19 | 620 | 10 | 25 | 19 | 18 | 11 | 18 | 11 |
| v/c Ratio | | 0.25 | | | 0.31 | | | 0.24 | | | 0.26 | |
| Total Delay | 3.4 | | | 3.7 | | | 13.2 | | | 13.5 | | |
| LOS | A | | | A | | | B | | | B | | |
| Approach Delay | 3.4 | | | 3.7 | | | 13.2 | | | 13.5 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| Queue Length 50th (ft) | 0 | | | 0 | | | 9 | | | 9 | | |
| Queue Length 95th (ft) | 60 | | | 65 | | | 29 | | | 18 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 45 | | | | | | | | | | | |
| Intersection Signal Delay | 4.4 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
| Colvin Blvd & Crosby Ave | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Crosby Ave | | | Crosby Ave | | |
| Lane Configurations | L, TR Perm | | | L, TR Perm | | | LTR Perm | | | LTR Perm | | |
| Approach Volume (veh/hr) | 5 | 580 | 11 | 19 | 620 | 10 | 25 | 19 | 18 | 11 | 18 | 11 |
| v/c Ratio | 0.01 | 0.45 | | 0.05 | 0.53 | | 0.32 | | | 0.34 | | |
| Total Delay | 3.6 | 5.2 | | 3.8 | 6.3 | | 22.8 | | | 23.6 | | |
| LOS | A | A | | A | A | | C | | | C | | |
| Approach Delay | | 5.2 | | | 6.2 | | 22.8 | | | 23.6 | | |
| Approach LOS | | A | | | A | | C | | | C | | |
| Queue Length 50th (ft) | 0 | 78 | | 2 | 103 | | 21 | | | 21 | | |
| Queue Length 95th (ft) | 4 | 170 | | 8 | 184 | | 45 | | | 28 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 60 | | | | | | | | | | | |
| Intersection Signal Delay | 7.3 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| PM Peak - Existing Conditions | | | | | | | | | | | | |
| Colvin Blvd & Crosby Ave | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Crosby Ave | | | Crosby Ave | | |
| Lane Configurations | TL, TR Perm | | | TL, TR Perm | | | LTR Perm | | | LTR Perm | | |
| Approach Volume (veh/hr) | 20 | 715 | 14 | 12 | 625 | 17 | 35 | 20 | 11 | 15 | 20 | 19 |
| v/c Ratio | | 0.28 | | | 0.25 | | | 0.24 | | | 0.21 | |
| Total Delay | 3.6 | | | 3.5 | | | 12.8 | | | 12.5 | | |
| LOS | A | | | A | | | B | | | B | | |
| Approach Delay | | 3.6 | | | 3.5 | | 12.8 | | | 12.5 | | |
| Approach LOS | | A | | | A | | B | | | B | | |
| Queue Length 50th (ft) | 0 | | | 0 | | | 10 | | | 8 | | |
| Queue Length 95th (ft) | 71 | | | 63 | | | 29 | | | 26 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 45 | | | | | | | | | | | |
| Intersection Signal Delay | 4.4 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

| Colvin Blvd & Crosby Ave | PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | |
|-----------------------------|---|-------|------|--------------|-------|------|-------------|-------|-----------|-------------|-------|------|
| | Northbound | | | Southbound | | | Eastbound | | Westbound | | | |
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Crosby Ave | | | Crosby Ave | | |
| Lane Configurations | L TR Perm | | | L TR Perm | | | LTR Perm | | | LTR Perm | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 20 | 715 | 14 | 12 | 625 | 17 | 35 | 20 | 11 | 15 | 20 | 19 |
| v/c Ratio | 0.04 | 0.50 | | 0.03 | 0.45 | | | | | | | 0.26 |
| Total Delay | 3.9 | 5.8 | | 3.8 | 5.3 | | | | | | | 21.4 |
| LOS | A | A | | A | A | | C | | | C | | C |
| Approach Delay | 5.7 | | | 5.3 | | | 23.7 | | | 21.4 | | |
| Approach LOS | A | | | A | | | C | | | C | | |
| Queue Length 50th (ft) | 2 | 95 | | 1 | 81 | | | | | | | 18 |
| Queue Length 95th (ft) | 8 | 208 | | 6 | 176 | | | | | | | 40 |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 60 | | | | | | | | | | | |
| Intersection Signal Delay | 7.1 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

The signalized intersection of Colvin Blvd and Wardman Rd has been comparatively analyzed for operational performance under optimized existing conditions and the 3-lane Colvin Blvd alternative. In the alternative configuration, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. A graphic representation of both the existing geometric conditions and the 3-lane alternative scenario are included below.



The Colvin Blvd and Wardman Rd signalized intersection analysis output summary tables convey that both AM and PM peak hour intersection average level-of-service remains at a grade of "A" when comparing existing conditions with the 3-lane Colvin Blvd scenario. Minor detriments to average vehicular delay and average queue lengths are exhibited without any significant impact to intersection operating performance. Output summary tables comparing operational performance between existing and alternative roadway configurations are below.

| AM Peak - Existing Conditions | | | | | | | | | | | | |
|---|----------------|------|-------|----------------|------|-------|-------------|------|-------|-------------|------|-------|
| Colvin Blvd & Wardman Rd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Wardman Rd | | | Wardman Rd | | |
| Lane Configurations | TL, TR Perm | | | TL, TR Perm | | | LTR Perm | | | LTR Perm | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 4 | 482 | 3 | 9 | 606 | 17 | 33 | 16 | 10 | 9 | 15 | 20 |
| v/c Ratio | | 0.19 | | | 0.28 | | | 0.18 | | | 0.24 | |
| Total Delay | 3.0 | | | 3.3 | | | 10.8 | | | 9.2 | | |
| LOS | A | | | A | | | B | | | A | | |
| Approach Delay | 3.0 | | | 3.3 | | | 10.8 | | | 9.2 | | |
| Approach LOS | A | | | A | | | B | | | A | | |
| Queue Length 50th (ft) | 0 | | | 0 | | | 7 | | | 6 | | |
| Queue Length 95th (ft) | 44 | | | 58 | | | 25 | | | 14 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 45 | | | | | | | | | | | |
| Intersection Signal Delay | 3.9 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| AM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
| Colvin Blvd & Wardman Rd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Wardman Rd | | | Wardman Rd | | |
| Lane Configurations | L Perm | | | L Perm | | | LTR Perm | | | LTR Perm | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 4 | 482 | 3 | 9 | 606 | 17 | 33 | 16 | 10 | 9 | 15 | 20 |
| v/c Ratio | 0.01 | 0.35 | | 0.02 | 0.51 | | | 0.28 | | | 0.31 | |
| Total Delay | 3.2 | 4.1 | | 3.3 | 5.5 | | | 19.6 | | | 15.8 | |
| LOS | A | A | | A | A | | | B | | | B | |
| Approach Delay | 4.1 | | | 5.5 | | | 19.6 | | | 15.8 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| Queue Length 50th (ft) | 0 | 51 | | 1 | 88 | | | 15 | | | 12 | |
| Queue Length 95th (ft) | 3 | 111 | | 5 | 168 | | | 40 | | | 21 | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 60 | | | | | | | | | | | |
| Intersection Signal Delay | 6.1 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

| Colvin Blvd & Wardman Rd | PM Peak - Existing Conditions | | | | | | | | | | | |
|---|-------------------------------|-------|-------|-------------------|-------|-------|-------------|-------|-------|-------------|-------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Wardman Rd | | | Wardman Rd | | |
| Lane Configurations | TL, TR Perm | | | TL, TR Perm | | | LTR Perm | | | LTR Perm | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 13 | 705 | 13 | 7 | 610 | 15 | 28 | 16 | 15 | 8 | 7 | 19 |
| v/c Ratio | 0.29 | | | 0.25 | | | 0.22 | | | 0.16 | | |
| Total Delay | 3.4 | | | 3.2 | | | 10.8 | | | 8.4 | | |
| LOS | A | | | A | | | B | | | A | | |
| Approach Delay | 3.4 | | | 3.2 | | | 10.8 | | | 8.4 | | |
| Approach LOS | A | | | A | | | B | | | A | | |
| Queue Length 50th (ft) | 0 | | | 0 | | | 8 | | | 3 | | |
| Queue Length 95th (ft) | 69 | | | 56 | | | 24 | | | 13 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 45 | | | | | | | | | | | |
| Intersection Signal Delay | 3.8 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| PM Peak - Alternative (3-Lane w/ Signal Optimization) | | | | | | | | | | | | |
| Colvin Blvd & Wardman Rd | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Street Name | Colvin Blvd | | | Colvin Blvd | | | Wardman Rd | | | Wardman Rd | | |
| Lane Configurations | L TR Perm | | | L Perm TR Perm | | | LTR Perm | | | LTR Perm | | |
| Turn Type | | | | | | | | | | | | |
| Approach Volume (veh/hr) | 13 | 705 | 13 | 7 | 610 | 15 | 28 | 16 | 15 | 8 | 7 | 19 |
| v/c Ratio | 0.02 | 0.52 | | 0.01 | 0.45 | | 0.32 | | | 0.20 | | |
| Total Delay | 3.4 | 5.6 | | 3.3 | 4.8 | | 19.4 | | | 13.5 | | |
| LOS | A | A | | A | A | | B | | | B | | |
| Approach Delay | 5.6 | | | 4.8 | | | 19.4 | | | 13.5 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| Queue Length 50th (ft) | 1 | 95 | | 1 | 74 | | 17 | | | 6 | | |
| Queue Length 95th (ft) | 6 | 210 | | 4 | 160 | | 38 | | | 20 | | |
| Semi Actuated Uncoordinated | | | | | | | | | | | | |
| Cycle Length (sec) | 60 | | | | | | | | | | | |
| Intersection Signal Delay | 6.1 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

In conclusion, all intersection operational outputs analyzed in the Town of Tonawanda portion of the Colvin Blvd corridor fall within acceptable thresholds in comparison of the 3- lane Colvin Blvd scenario to the existing roadway configuration. The analyzed Colvin Blvd road-diet configuration falls within volume-to-capacity thresholds for all evaluated intersection approaches. Many intersections have minor increases in vehicular delay, along with increases in average queue length at intersection approaches. Full traffic operations analysis reports for each of the intersections summarized within the Town of Tonawanda section of the Colvin Blvd corridor have been included for reference.

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 5 | 34 | 678 | 660 | 140 |
| Future Volume (vph) | 30 | 5 | 34 | 678 | 660 | 140 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | 0.99 | | 1.00 | |
| Frt | | | 0.850 | | | 0.974 |
| Flt Protected | 0.950 | | | 0.998 | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 3485 | 3325 | 0 |
| Flt Permitted | 0.950 | | | 0.893 | | |
| Satd. Flow (perm) | 1805 | 1594 | 0 | 3118 | 3325 | 0 |
| Right Turn on Red | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 8 | | | 66 |
| Link Speed (mph) | 30 | | | 35 | 35 | |
| Link Distance (ft) | 349 | | | 1021 | 529 | |
| Travel Time (s) | 7.9 | | | 19.9 | 10.3 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 11% | 3% | 4% | 14% |
| Adj. Flow (vph) | 48 | 8 | 39 | 770 | 759 | 161 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 48 | 8 | 0 | 809 | 920 | 0 |
| Turn Type | Prot | Perm | Perm | NA | NA | |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | | 4 | 2 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | Max | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | 6.6 | 6.6 | | 33.1 | 33.1 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.84 | 0.84 | |
| v/c Ratio | 0.16 | 0.03 | | 0.31 | 0.33 | |
| Control Delay | 15.3 | 9.0 | | 3.0 | 2.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 15.3 | 9.0 | | 3.0 | 2.8 | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|
| LOS | B | A | | A | A | |
| Approach Delay | 14.4 | | | 3.0 | 2.8 | |
| Approach LOS | B | | | A | A | |
| Queue Length 50th (ft) | 9 | 0 | | 0 | 0 | |
| Queue Length 95th (ft) | 17 | 4 | | 67 | 70 | |
| Internal Link Dist (ft) | 269 | | | 941 | 449 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 831 | 738 | | 2619 | 2804 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.06 | 0.01 | | 0.31 | 0.33 | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 39.4

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 3.3

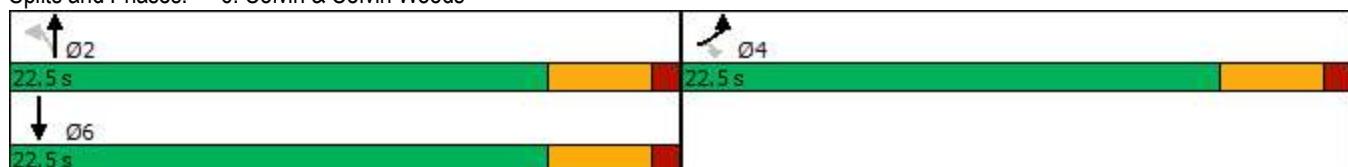
Intersection LOS: A

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Colvin & Colvin Woods



Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Traffic Volume (vph) | 63 | 164 | 36 | 129 | 188 | 33 | 24 | 618 | 99 | 9 | 607 | 42 |
| Future Volume (vph) | 63 | 164 | 36 | 129 | 188 | 33 | 24 | 618 | 99 | 9 | 607 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 95 | | 0 | 90 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 1.00 | | | 1.00 | | | | | | | |
| Fr _t | | 0.973 | | | 0.977 | | | 0.980 | | | 0.990 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | | 0.999 | |
| Satd. Flow (prot) | 1787 | 1785 | 0 | 1752 | 1799 | 0 | 0 | 3427 | 0 | 0 | 3422 | 0 |
| Flt Permitted | 0.501 | | | 0.507 | | | | 0.894 | | | 0.940 | |
| Satd. Flow (perm) | 942 | 1785 | 0 | 935 | 1799 | 0 | 0 | 3070 | 0 | 0 | 3220 | 0 |
| Right Turn on Red | | Yes | | | Yes | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | 17 | | | 14 | | | 34 | | | 11 | |
| Link Speed (mph) | 30 | | | 35 | | | 30 | | | | 35 | |
| Link Distance (ft) | 355 | | | 341 | | | 491 | | | | 1021 | |
| Travel Time (s) | | 8.1 | | | 6.6 | | | 11.2 | | | 19.9 | |
| Confl. Peds. (#/hr) | 1 | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | 1 | | | 1 | | | | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.79 | 0.79 | 0.79 | 0.91 | 0.91 | 0.91 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 1% | 3% | 5% | 3% | 3% | 3% | 0% | 3% | 4% | 0% | 4% | 10% |
| Adj. Flow (vph) | 74 | 193 | 42 | 163 | 238 | 42 | 26 | 679 | 109 | 11 | 749 | 52 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 74 | 235 | 0 | 163 | 280 | 0 | 0 | 814 | 0 | 0 | 812 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | | 6 | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 33.0 | | 23.5 | 23.5 | |
| Total Split (%) | 14.6% | 34.6% | | 14.6% | 34.6% | | 14.6% | 50.8% | | 36.2% | 36.2% | |
| Maximum Green (s) | 5.0 | 18.0 | | 5.0 | 18.0 | | 5.0 | 28.5 | | 19.0 | 19.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | | | | 4.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Max | | None | Max | | Max | Max | | Max | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 22.0 | 18.1 | | 22.8 | 19.9 | | | 28.6 | | | 19.1 | |
| Actuated g/C Ratio | 0.35 | 0.29 | | 0.36 | 0.32 | | | 0.45 | | | 0.30 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|-----|-----|------|-----|
| v/c Ratio | 0.19 | 0.45 | | 0.40 | 0.49 | | | 0.57 | | | 0.83 | |
| Control Delay | 12.8 | 21.1 | | 16.1 | 21.2 | | | 14.3 | | | 30.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 12.8 | 21.1 | | 16.1 | 21.2 | | | 14.3 | | | 30.1 | |
| LOS | B | C | | B | C | | | B | | | C | |
| Approach Delay | | 19.1 | | | 19.3 | | | 14.3 | | | 30.1 | |
| Approach LOS | | B | | | B | | | B | | | C | |
| Queue Length 50th (ft) | 17 | 71 | | 39 | 89 | | | 113 | | | 156 | |
| Queue Length 95th (ft) | 36 | 122 | | 64 | 133 | | | 161 | | | 191 | |
| Internal Link Dist (ft) | | 275 | | | 261 | | | 411 | | | 941 | |
| Turn Bay Length (ft) | 95 | | | 90 | | | | | | | | |
| Base Capacity (vph) | 395 | 523 | | 403 | 577 | | | 1439 | | | 981 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.19 | 0.45 | | 0.40 | 0.49 | | | 0.57 | | | 0.83 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 63.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 21.3

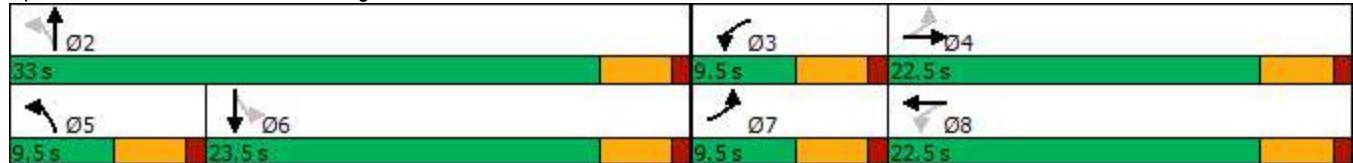
Intersection LOS: C

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: Colvin & Brighton



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 426 | 9 | 239 | 433 | 18 | 5 | 7 | 250 | 11 | 19 | 5 |
| Future Volume (vph) | 0 | 426 | 9 | 239 | 433 | 18 | 5 | 7 | 250 | 11 | 19 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 200 | 0 | 0 | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | | 0.98 | | 1.00 | |
| Fr _t | | 0.997 | | | 0.996 | | | | 0.850 | | 0.981 | |
| Flt Protected | | | | | 0.983 | | | 0.980 | | | 0.984 | |
| Satd. Flow (prot) | 0 | 3462 | 0 | 0 | 3400 | 0 | 0 | 1862 | 1568 | 0 | 1830 | 0 |
| Flt Permitted | | | | | 0.626 | | | 0.873 | | | 0.895 | |
| Satd. Flow (perm) | 0 | 3462 | 0 | 0 | 2165 | 0 | 0 | 1659 | 1543 | 0 | 1664 | 0 |
| Right Turn on Red | | Yes | | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 7 | | | | 159 | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1126 | | | 635 | | | 391 | | | 219 | |
| Travel Time (s) | | 25.6 | | | 14.4 | | | 8.9 | | | 5.0 | |
| Confl. Bikes (#/hr) | | | 1 | | | 2 | | | 7 | | | 8 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.84 | 0.84 | 0.84 | 0.82 | 0.82 | 0.82 | 0.62 | 0.62 | 0.62 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 4% | 4% | 0% | 0% | 0% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 479 | 10 | 285 | 515 | 21 | 6 | 9 | 305 | 18 | 31 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 489 | 0 | 0 | 821 | 0 | 0 | 15 | 305 | 0 | 57 | 0 |
| Turn Type | | NA | | pm+pt | NA | | Perm | NA | pm+ov | Perm | NA | |
| Protected Phases | | | | 3 | 8 | | | 2 | 3 | | 6 | |
| Permitted Phases | 4 | 4 | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 3 | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 10.0 | 32.5 | | 22.5 | 22.5 | 10.0 | 22.5 | 22.5 | |
| Total Split (%) | 40.9% | 40.9% | | 18.2% | 59.1% | | 40.9% | 40.9% | 18.2% | 40.9% | 40.9% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.5 | 28.0 | | 18.0 | 18.0 | 5.5 | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | 4.5 | | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | | | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | Max | | None | Max | | Min | Min | None | Min | Min | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 18.0 | | | 28.0 | | | 6.8 | 12.3 | | 6.8 | |
| Actuated g/C Ratio | | 0.41 | | | 0.64 | | | 0.16 | 0.28 | | 0.16 | |
| v/c Ratio | | 0.34 | | | 0.53 | | | 0.06 | 0.56 | | 0.22 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|-----|------|------|-----|------|-----|-----|
| Control Delay | 9.8 | | | 5.4 | | | 16.1 | 9.4 | | 16.5 | | |
| Queue Delay | 0.0 | | | 0.0 | | | 0.0 | 0.0 | | 0.0 | | |
| Total Delay | 9.8 | | | 5.4 | | | 16.1 | 9.4 | | 16.5 | | |
| LOS | A | | | A | | | B | A | | B | | |
| Approach Delay | 9.8 | | | 5.4 | | | 9.7 | | | 16.5 | | |
| Approach LOS | A | | | A | | | A | | | B | | |
| Queue Length 50th (ft) | 40 | | | 37 | | | 3 | 24 | | 11 | | |
| Queue Length 95th (ft) | 71 | | | 63 | | | 13 | 54 | | 22 | | |
| Internal Link Dist (ft) | 1046 | | | 555 | | | 311 | | | 139 | | |
| Turn Bay Length (ft) | | | | | | | | 200 | | | | |
| Base Capacity (vph) | 1426 | | | 1543 | | | 682 | 549 | | 689 | | |
| Starvation Cap Reductn | 0 | | | 0 | | | 0 | 0 | | 0 | | |
| Spillback Cap Reductn | 0 | | | 0 | | | 0 | 0 | | 0 | | |
| Storage Cap Reductn | 0 | | | 0 | | | 0 | 0 | | 0 | | |
| Reduced v/c Ratio | 0.34 | | | 0.53 | | | 0.02 | 0.56 | | 0.08 | | |

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 43.8

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 7.9

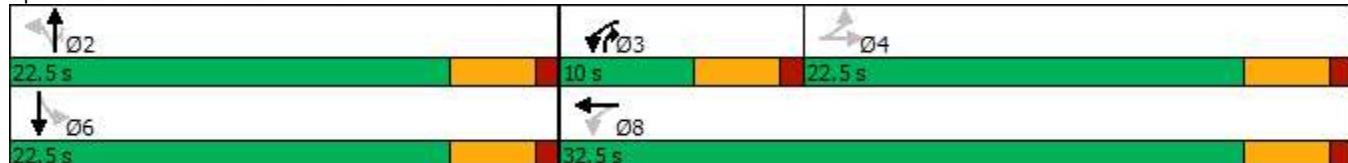
Intersection LOS: A

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Belmont/Northwood & Colvin



| Intersection | | | | | | | | | | | | |
|--------------------------|--------|--------|------|-------|--------|-------|------|--------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | + | + | + | + | + | + | + | + | + | + | + | + |
| Traffic Vol, veh/h | 14 | 6 | 93 | 5 | 4 | 5 | 36 | 412 | 1 | 2 | 519 | 9 |
| Future Vol, veh/h | 14 | 6 | 93 | 5 | 4 | 5 | 36 | 412 | 1 | 2 | 519 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 56 | 56 | 56 | 50 | 50 | 50 | 89 | 89 | 89 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 25 | 11 | 166 | 10 | 8 | 10 | 40 | 463 | 1 | 2 | 618 | 11 |
| Major/Minor | Minor2 | Minor1 | | | Major1 | | | Major2 | | | | |
| Conflicting Flow All | 944 | 1172 | 315 | 863 | 1177 | 232 | 629 | 0 | 0 | 464 | 0 | 0 |
| Stage 1 | 628 | 628 | - | 544 | 544 | - | - | - | - | - | - | - |
| Stage 2 | 316 | 544 | - | 319 | 633 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 7 | 7.5 | 6.5 | 6.9 | 4.14 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.35 | 3.5 | 4 | 3.3 | 2.22 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 220 | 194 | 672 | 252 | 193 | 776 | 949 | - | - | 1108 | - | - |
| Stage 1 | 442 | 479 | - | 496 | 522 | - | - | - | - | - | - | - |
| Stage 2 | 675 | 522 | - | 673 | 476 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 200 | 182 | 672 | 173 | 181 | 776 | 949 | - | - | 1108 | - | - |
| Mov Cap-2 Maneuver | 200 | 182 | - | 173 | 181 | - | - | - | - | - | - | - |
| Stage 1 | 417 | 478 | - | 468 | 492 | - | - | - | - | - | - | - |
| Stage 2 | 618 | 492 | - | 494 | 475 | - | - | - | - | - | - | - |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 18.4 | | 21.7 | | | 0.9 | | | 0 | | | |
| HCM LOS | C | | C | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 949 | - | - | 468 | 244 | 1108 | - | - | | | | |
| HCM Lane V/C Ratio | 0.043 | - | - | 0.431 | 0.115 | 0.002 | - | - | | | | |
| HCM Control Delay (s) | 9 | 0.2 | - | 18.4 | 21.7 | 8.3 | 0 | - | | | | |
| HCM Lane LOS | A | A | - | C | C | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 2.1 | 0.4 | 0 | - | - | | | | |

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 57 | 573 | 112 | 97 | 590 | 32 | 211 | 380 | 187 | 51 | 387 | 104 |
| Future Volume (vph) | 57 | 573 | 112 | 97 | 590 | 32 | 211 | 380 | 187 | 51 | 387 | 104 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 240 | | 0 | 250 | | 0 | 75 | | 0 | 90 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 75 | | | 75 | | |
| Lane Util. Factor | 1.00 | 0.86 | 0.86 | 1.00 | 0.86 | 0.86 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | 1.00 | | | 1.00 | 1.00 | | | | |
| Fr _t | | 0.975 | | | 0.992 | | | 0.950 | | | 0.968 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1687 | 5901 | 0 | 1752 | 6181 | 0 | 1736 | 3327 | 0 | 1719 | 3340 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.255 | | | 0.346 | | |
| Satd. Flow (perm) | 1687 | 5901 | 0 | 1751 | 6181 | 0 | 466 | 3327 | 0 | 626 | 3340 | 0 |
| Right Turn on Red | | Yes | | | Yes | | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | 75 | | | 16 | | | 132 | | | 52 | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 800 | | | 854 | | | 1978 | | | 843 | |
| Travel Time (s) | | 13.6 | | | 14.6 | | | 38.5 | | | 16.4 | |
| Confl. Peds. (#/hr) | | | 3 | | | | 1 | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | 1 | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 |
| Heavy Vehicles (%) | 7% | 8% | 8% | 3% | 5% | 3% | 4% | 2% | 4% | 5% | 4% | 7% |
| Adj. Flow (vph) | 66 | 659 | 129 | 103 | 628 | 34 | 240 | 432 | 213 | 66 | 503 | 135 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 66 | 788 | 0 | 103 | 662 | 0 | 240 | 645 | 0 | 66 | 638 | 0 |
| Turn Type | Prot | NA | | Prot | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 10.0 | 23.5 | | 9.5 | 23.0 | |
| Total Split (%) | 14.6% | 34.6% | | 14.6% | 34.6% | | 15.4% | 36.2% | | 14.6% | 35.4% | |
| Maximum Green (s) | 5.0 | 18.0 | | 5.0 | 18.0 | | 5.5 | 19.0 | | 5.0 | 18.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 5.0 | 18.1 | | 5.0 | 19.9 | | 26.3 | 23.1 | | 23.6 | 18.6 | |
| Actuated g/C Ratio | 0.08 | 0.29 | | 0.08 | 0.32 | | 0.42 | 0.37 | | 0.37 | 0.29 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| v/c Ratio | 0.50 | 0.45 | | 0.74 | 0.34 | | 0.79 | 0.50 | | 0.21 | 0.63 | |
| Control Delay | 43.2 | 18.0 | | 64.0 | 17.5 | | 36.1 | 15.4 | | 12.6 | 21.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 43.2 | 18.0 | | 64.0 | 17.5 | | 36.1 | 15.4 | | 12.6 | 21.4 | |
| LOS | D | B | | E | B | | D | B | | B | C | |
| Approach Delay | | 20.0 | | | 23.7 | | | 21.0 | | | 20.5 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 26 | 67 | | 41 | 59 | | 59 | 89 | | 15 | 105 | |
| Queue Length 95th (ft) | #67 | 89 | | #116 | 83 | | #138 | 135 | | 29 | 126 | |
| Internal Link Dist (ft) | | 720 | | | 774 | | | 1898 | | | 763 | |
| Turn Bay Length (ft) | 240 | | | 250 | | | 75 | | | 90 | | |
| Base Capacity (vph) | 133 | 1743 | | 139 | 1962 | | 305 | 1300 | | 321 | 1019 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.50 | 0.45 | | 0.74 | 0.34 | | 0.79 | 0.50 | | 0.21 | 0.63 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 63.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 56.3%

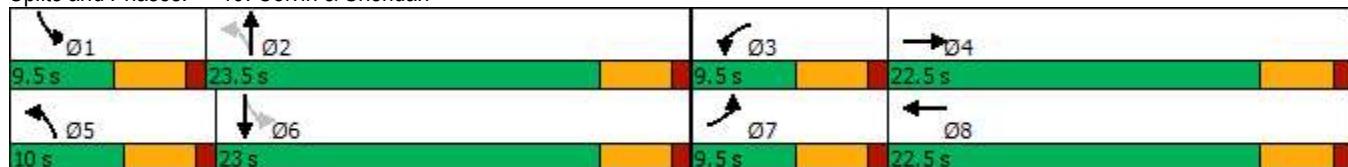
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 19: Colvin & Sheridan



| Intersection | | | | | | | | | | | | |
|--------------------------|--------|--------|------|-------|--------|-------|------|--------|------|------|------|------|
| Int Delay, s/veh | 9.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | + | + | + | + | + | + | + | + | + | + | + | + |
| Traffic Vol, veh/h | 6 | 25 | 42 | 7 | 32 | 50 | 16 | 713 | 35 | 46 | 584 | 10 |
| Future Vol, veh/h | 6 | 25 | 42 | 7 | 32 | 50 | 16 | 713 | 35 | 46 | 584 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 74 | 74 | 74 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 3 | 3 | 6 | 4 | 0 |
| Mvmt Flow | 10 | 40 | 67 | 9 | 43 | 68 | 18 | 784 | 38 | 51 | 642 | 11 |
| Major/Minor | Minor2 | Minor1 | | | Major1 | | | Major2 | | | | |
| Conflicting Flow All | 1202 | 1613 | 329 | 1285 | 1599 | 414 | 655 | 0 | 0 | 825 | 0 | 0 |
| Stage 1 | 752 | 752 | - | 842 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 450 | 861 | - | 443 | 757 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.62 | 6.94 | 4.1 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4.06 | 3.32 | 2.2 | - | - | 2.26 | - | - |
| Pot Cap-1 Maneuver | 143 | 105 | 673 | 124 | 101 | 587 | 942 | - | - | 776 | - | - |
| Stage 1 | 373 | 421 | - | 329 | 369 | - | - | - | - | - | - | - |
| Stage 2 | 564 | 375 | - | 569 | 404 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 70 | 90 | 672 | 66 | 87 | 585 | 940 | - | - | 774 | - | - |
| Mov Cap-2 Maneuver | 70 | 90 | - | 66 | 87 | - | - | - | - | - | - | - |
| Stage 1 | 359 | 376 | - | 316 | 355 | - | - | - | - | - | - | - |
| Stage 2 | 422 | 360 | - | 411 | 361 | - | - | - | - | - | - | - |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 61.6 | | | 76.3 | | | 0.4 | | | 1.1 | | |
| HCM LOS | F | | | F | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 940 | - | - | 171 | 159 | 774 | - | - | | | | |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.678 | 0.756 | 0.065 | - | - | | | | |
| HCM Control Delay (s) | 8.9 | 0.2 | - | 61.6 | 76.3 | 10 | 0.4 | - | | | | |
| HCM Lane LOS | A | A | - | F | F | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 4 | 4.7 | 0.2 | - | - | | | | |

Lanes, Volumes, Timings

22: Colvin & Highland

12/26/2024

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Traffic Volume (vph) | 50 | 120 | 55 | 73 | 129 | 106 | 36 | 586 | 92 | 108 | 469 | 58 |
| Future Volume (vph) | 50 | 120 | 55 | 73 | 129 | 106 | 36 | 586 | 92 | 108 | 469 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 90 | | 0 | 105 | | 0 | 95 | | 0 | 140 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 1.00 | | 0.99 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Fr _t | | 0.953 | | | 0.932 | | | 0.980 | | | 0.983 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1703 | 1751 | 0 | 1752 | 1680 | 0 | 1805 | 3463 | 0 | 1719 | 3411 | 0 |
| Flt Permitted | 0.475 | | | 0.567 | | | 0.434 | | | 0.216 | | |
| Satd. Flow (perm) | 850 | 1751 | 0 | 1039 | 1680 | 0 | 823 | 3463 | 0 | 390 | 3411 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | No | |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 858 | | | 742 | | | 2020 | | | 389 | |
| Travel Time (s) | | 19.5 | | | 16.9 | | | 45.9 | | | 8.8 | |
| Confl. Peds. (#/hr) | 3 | | 3 | 10 | | 3 | 2 | | | 8 | | 2 |
| Confl. Bikes (#/hr) | | | | | 8 | | | 1 | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.82 | 0.82 | 0.82 | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 6% | 2% | 5% | 3% | 4% | 5% | 0% | 2% | 1% | 5% | 4% | 2% |
| Adj. Flow (vph) | 64 | 154 | 71 | 89 | 157 | 129 | 43 | 698 | 110 | 119 | 515 | 64 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 64 | 225 | 0 | 89 | 286 | 0 | 43 | 808 | 0 | 119 | 579 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 26.0 | | 11.0 | 27.5 | |
| Total Split (%) | 38.3% | 38.3% | | 38.3% | 38.3% | | 15.8% | 43.3% | | 18.3% | 45.8% | |
| Maximum Green (s) | 18.5 | 18.5 | | 18.5 | 18.5 | | 5.0 | 21.5 | | 6.5 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 18.6 | 18.6 | | 18.6 | 18.6 | | 25.8 | 21.9 | | 29.3 | 26.8 | |
| Actuated g/C Ratio | 0.32 | 0.32 | | 0.32 | 0.32 | | 0.44 | 0.38 | | 0.50 | 0.46 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| v/c Ratio | 0.24 | 0.40 | | 0.27 | 0.53 | | 0.10 | 0.62 | | 0.35 | 0.37 | |
| Control Delay | 18.4 | 18.9 | | 18.5 | 21.4 | | 7.3 | 18.0 | | 9.9 | 12.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.4 | 18.9 | | 18.5 | 21.4 | | 7.3 | 18.0 | | 9.9 | 12.0 | |
| LOS | B | B | | B | C | | A | B | | A | B | |
| Approach Delay | | 18.8 | | | 20.7 | | | 17.4 | | | 11.6 | |
| Approach LOS | | B | | | C | | | B | | | B | |
| Queue Length 50th (ft) | 17 | 64 | | 24 | 85 | | 7 | 125 | | 19 | 54 | |
| Queue Length 95th (ft) | 38 | 98 | | 50 | 134 | | 17 | 163 | | 40 | 117 | |
| Internal Link Dist (ft) | | 778 | | | 662 | | | 1940 | | | 309 | |
| Turn Bay Length (ft) | 90 | | | 105 | | | 95 | | | 140 | | |
| Base Capacity (vph) | 272 | 559 | | 332 | 537 | | 450 | 1307 | | 346 | 1572 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.24 | 0.40 | | 0.27 | 0.53 | | 0.10 | 0.62 | | 0.34 | 0.37 | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 58.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 16.3

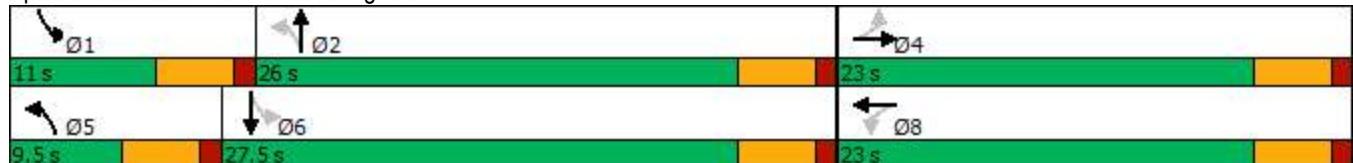
Intersection LOS: B

Intersection Capacity Utilization 59.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 22: Colvin & Highland



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 32 | 47 | 24 | 43 | 30 | 20 | 12 | 624 | 7 | 5 | 571 | 18 |
| Future Volume (vph) | 32 | 47 | 24 | 43 | 30 | 20 | 12 | 624 | 7 | 5 | 571 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | 1.00 | | | | | 1.00 | |
| Frt | | | | | | 0.971 | | | 0.998 | | | 0.996 |
| Flt Protected | | | | | | 0.977 | | | 0.999 | | | |
| Satd. Flow (prot) | 0 | 1770 | 0 | 0 | 1760 | 0 | 0 | 3525 | 0 | 0 | 3476 | 0 |
| Flt Permitted | | | | | | 0.847 | | | 0.941 | | | 0.950 |
| Satd. Flow (perm) | 0 | 1586 | 0 | 0 | 1525 | 0 | 0 | 3320 | 0 | 0 | 3302 | 0 |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | Yes |
| Satd. Flow (RTOR) | | 34 | | | | 31 | | | 3 | | | 8 |
| Link Speed (mph) | | 30 | | | | 30 | | | 30 | | | 30 |
| Link Distance (ft) | | 710 | | | | 560 | | | 1180 | | | 2020 |
| Travel Time (s) | | 16.1 | | | | 12.7 | | | 26.8 | | | 45.9 |
| Confl. Peds. (#/hr) | 4 | | 3 | 1 | | 7 | 1 | | 4 | | | 4 |
| Confl. Bikes (#/hr) | | | | | | 2 | | | 1 | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.65 | 0.65 | 0.65 | 0.94 | 0.94 | 0.94 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 2% | 14% | 0% | 3% | 16% |
| Adj. Flow (vph) | 45 | 66 | 34 | 66 | 46 | 31 | 13 | 664 | 7 | 6 | 680 | 21 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 145 | 0 | 0 | 143 | 0 | 0 | 684 | 0 | 0 | 707 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | | 8 | | | 2 | | | 6 |
| Permitted Phases | 4 | | | | | 8 | | | 2 | | | 6 |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 8.1 | | | 8.1 | | | 21.9 | | | 21.9 | |
| Actuated g/C Ratio | | 0.22 | | | 0.22 | | | 0.60 | | | 0.60 | |
| v/c Ratio | | 0.38 | | | 0.39 | | | 0.34 | | | 0.35 | |
| Control Delay | | 12.0 | | | 12.5 | | | 5.9 | | | 5.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Total Delay | | 12.0 | | | 12.5 | | | 5.9 | | | 5.9 | |
| LOS | | B | | | B | | | A | | | A | |
| Approach Delay | | 12.0 | | | 12.5 | | | 5.9 | | | 5.9 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Queue Length 50th (ft) | | 17 | | | 18 | | | 34 | | | 35 | |
| Queue Length 95th (ft) | | 34 | | | 31 | | | 73 | | | 68 | |
| Internal Link Dist (ft) | | 630 | | | 480 | | | 1100 | | | 1940 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 806 | | | 775 | | | 2005 | | | 1997 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.18 | | | 0.18 | | | 0.34 | | | 0.35 | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 36.2

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 7.0

Intersection LOS: A

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Colvin & Deerhurst



| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 19 | 18 | 11 | 18 | 11 | 5 | 580 | 11 | 19 | 620 | 10 |
| Future Volume (vph) | 25 | 19 | 18 | 11 | 18 | 11 | 5 | 580 | 11 | 19 | 620 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | 1.00 | | | 1.00 | | 1.00 | |
| Fr _t | | | | | | 0.962 | | | 0.997 | | 0.998 | |
| Flt Protected | | | | | | 0.986 | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1702 | 0 | 0 | 1531 | 0 | 0 | 3529 | 0 | 0 | 3487 | 0 |
| Flt Permitted | | | | | | 0.881 | | | 0.949 | | 0.933 | |
| Satd. Flow (perm) | 0 | 1453 | 0 | 0 | 1367 | 0 | 0 | 3349 | 0 | 0 | 3257 | 0 |
| Right Turn on Red | | | | | No | | No | | No | | No | |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 980 | | | 760 | | | 985 | | | 1180 | |
| Travel Time (s) | | 22.3 | | | 17.3 | | | 22.4 | | | 26.8 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | | 2 | 1 | | 1 | | | 1 |
| Confl. Bikes (#/hr) | | | | | | 1 | | | 2 | | | 1 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.56 | 0.56 | 0.56 | 0.90 | 0.90 | 0.90 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 0% | 11% | 6% | 9% | 22% | 18% | 0% | 2% | 0% | 11% | 3% | 0% |
| Adj. Flow (vph) | 29 | 22 | 21 | 20 | 32 | 20 | 6 | 644 | 12 | 23 | 765 | 12 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 662 | 0 | 0 | 800 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | | 4.5 | | 4.5 | | | 4.5 | | | 4.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 7.2 | | 7.2 | | | 28.3 | | | 28.3 | | |
| Actuated g/C Ratio | | 0.20 | | 0.20 | | | 0.80 | | | 0.80 | | |
| v/c Ratio | | 0.24 | | 0.26 | | | 0.25 | | | 0.31 | | |
| Control Delay | | 13.2 | | 13.5 | | | 3.4 | | | 3.7 | | |
| Queue Delay | | 0.0 | | 0.0 | | | 0.0 | | | 0.0 | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Total Delay | | 13.2 | | | 13.5 | | | 3.4 | | | 3.7 | |
| LOS | | B | | | B | | | A | | | A | |
| Approach Delay | | 13.2 | | | 13.5 | | | 3.4 | | | 3.7 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Queue Length 50th (ft) | | 9 | | | 9 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | | 29 | | | 18 | | | 60 | | | 65 | |
| Internal Link Dist (ft) | | 900 | | | 680 | | | 905 | | | 1100 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 745 | | | 701 | | | 2687 | | | 2613 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.10 | | | 0.10 | | | 0.25 | | | 0.31 | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.3

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 4.4

Intersection LOS: A

Intersection Capacity Utilization 44.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby



| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 33 | 16 | 10 | 9 | 15 | 20 | 4 | 482 | 3 | 9 | 606 | 17 |
| Future Volume (vph) | 33 | 16 | 10 | 9 | 15 | 20 | 4 | 482 | 3 | 9 | 606 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | 0.99 | | | 1.00 | | | 1.00 |
| Frt | | | | | | 0.940 | | | 0.999 | | | 0.996 |
| Flt Protected | | | | | | 0.990 | | | | | | 0.999 |
| Satd. Flow (prot) | 0 | 1772 | 0 | 0 | 1685 | 0 | 0 | 3536 | 0 | 0 | 3484 | 0 |
| Flt Permitted | | | | | | 0.910 | | | 0.951 | | | 0.948 |
| Satd. Flow (perm) | 0 | 1779 | 0 | 0 | 1549 | 0 | 0 | 3363 | 0 | 0 | 3306 | 0 |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | Yes |
| Satd. Flow (RTOR) | | 11 | | | | 34 | | | 1 | | | 7 |
| Link Speed (mph) | | 30 | | | | 30 | | | 30 | | | 30 |
| Link Distance (ft) | | 754 | | | | 474 | | | 1562 | | | 985 |
| Travel Time (s) | | 17.1 | | | | 10.8 | | | 35.5 | | | 22.4 |
| Confl. Peds. (#/hr) | | | | 1 | | | 3 | 3 | | 3 | 3 | 2 |
| Confl. Bikes (#/hr) | | | | 1 | | | | | | 1 | | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.58 | 0.58 | 0.58 | 0.93 | 0.93 | 0.93 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 3% | 0% | 0% | 0% | 6% | 5% | 0% | 2% | 0% | 0% | 3% | 6% |
| Adj. Flow (vph) | 36 | 17 | 11 | 16 | 26 | 34 | 4 | 518 | 3 | 11 | 721 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 64 | 0 | 0 | 76 | 0 | 0 | 525 | 0 | 0 | 752 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | | 8 | | | 2 | | | 6 |
| Permitted Phases | 4 | | | | 8 | | | 2 | | | 6 | |
| Detector Phase | 4 | 4 | | | 8 | 8 | | 2 | 2 | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 6.7 | | | 6.6 | | | 28.3 | | | 28.3 | |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | | | 0.81 | | | 0.81 | |
| v/c Ratio | | 0.18 | | | 0.24 | | | 0.19 | | | 0.28 | |
| Control Delay | | 10.8 | | | 9.2 | | | 3.0 | | | 3.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Total Delay | | 10.8 | | | 9.2 | | | 3.0 | | | 3.3 | |
| LOS | | B | | | A | | | A | | | A | |
| Approach Delay | | 10.8 | | | 9.2 | | | 3.0 | | | 3.3 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| Queue Length 50th (ft) | | 7 | | | 6 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | | 25 | | | 14 | | | 44 | | | 58 | |
| Internal Link Dist (ft) | | 674 | | | 394 | | | 1482 | | | 905 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 921 | | | 814 | | | 2712 | | | 2667 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.07 | | | 0.09 | | | 0.19 | | | 0.28 | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.1

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 3.9

Intersection LOS: A

Intersection Capacity Utilization 39.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 5 | 34 | 678 | 660 | 140 |
| Future Volume (vph) | 30 | 5 | 34 | 678 | 660 | 140 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 75 | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | 0 | |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 0.98 | | | | |
| Fr _t | | 0.850 | | | 0.976 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1626 | 1845 | 1754 | 0 |
| Flt Permitted | 0.950 | | 0.262 | | | |
| Satd. Flow (perm) | 1805 | 1580 | 448 | 1845 | 1754 | 0 |
| Right Turn on Red | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | 8 | | | 28 | |
| Link Speed (mph) | 30 | | | 35 | 35 | |
| Link Distance (ft) | 349 | | | 1021 | 529 | |
| Travel Time (s) | 7.9 | | | 19.9 | 10.3 | |
| Confl. Peds. (#/hr) | | 1 | 1 | | | |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 11% | 3% | 4% | 14% |
| Adj. Flow (vph) | 48 | 8 | 39 | 770 | 759 | 161 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 48 | 8 | 39 | 770 | 920 | 0 |
| Turn Type | Prot | Perm | Perm | NA | NA | |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | 42.5 | 42.5 | 42.5 | |
| Total Split (%) | 34.6% | 34.6% | 65.4% | 65.4% | 65.4% | |
| Maximum Green (s) | 18.0 | 18.0 | 38.0 | 38.0 | 38.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | Max | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | |
| Act Effect Green (s) | 7.2 | 7.2 | 53.1 | 53.1 | 53.1 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.84 | 0.84 | 0.84 | |
| v/c Ratio | 0.23 | 0.04 | 0.10 | 0.49 | 0.62 | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|
| Control Delay | 28.4 | 15.2 | 3.3 | 4.4 | 6.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 28.4 | 15.2 | 3.3 | 4.4 | 6.1 | |
| LOS | C | B | A | A | A | |
| Approach Delay | 26.5 | | | 4.3 | 6.1 | |
| Approach LOS | C | | | A | A | |
| Queue Length 50th (ft) | 19 | 0 | 3 | 94 | 131 | |
| Queue Length 95th (ft) | 28 | 6 | 11 | 179 | 261 | |
| Internal Link Dist (ft) | 269 | | | 941 | 449 | |
| Turn Bay Length (ft) | | | 75 | | | |
| Base Capacity (vph) | 520 | 461 | 378 | 1557 | 1485 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.09 | 0.02 | 0.10 | 0.49 | 0.62 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 62.9

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 5.9

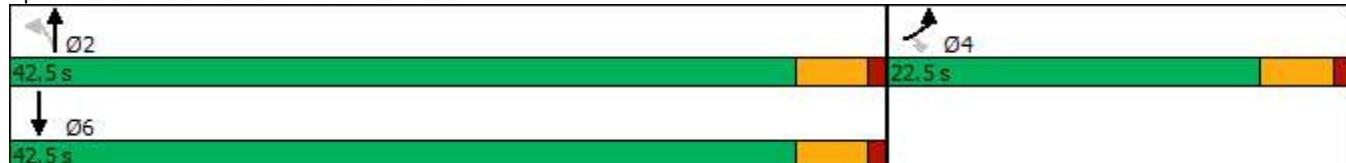
Intersection LOS: A

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Colvin & Colvin Woods



Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Traffic Volume (vph) | 63 | 164 | 36 | 129 | 188 | 33 | 24 | 618 | 99 | 9 | 607 | 42 |
| Future Volume (vph) | 63 | 164 | 36 | 129 | 188 | 33 | 24 | 618 | 99 | 9 | 607 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 95 | | 0 | 90 | | 0 | 75 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 1.00 | | | 1.00 | | | | | | | |
| Fr _t | | 0.973 | | | 0.977 | | | 0.979 | | | 0.990 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 1782 | 0 | 1752 | 1796 | 0 | 1805 | 1804 | 0 | 1805 | 1802 | 0 |
| Flt Permitted | 0.368 | | | 0.381 | | | 0.084 | | | 0.236 | | |
| Satd. Flow (perm) | 691 | 1782 | 0 | 703 | 1796 | 0 | 160 | 1804 | 0 | 448 | 1802 | 0 |
| Right Turn on Red | | Yes | | | Yes | | | Yes | | | Yes | |
| Satd. Flow (RTOR) | 11 | | | 9 | | | 16 | | | 5 | | |
| Link Speed (mph) | 30 | | | 35 | | | 30 | | | 35 | | |
| Link Distance (ft) | 355 | | | 341 | | | 491 | | | 1021 | | |
| Travel Time (s) | 8.1 | | | 6.6 | | | 11.2 | | | 19.9 | | |
| Confl. Peds. (#/hr) | 1 | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | 1 | | | 1 | | | | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.79 | 0.79 | 0.79 | 0.91 | 0.91 | 0.91 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 1% | 3% | 5% | 3% | 3% | 3% | 0% | 3% | 4% | 0% | 4% | 10% |
| Adj. Flow (vph) | 74 | 193 | 42 | 163 | 238 | 42 | 26 | 679 | 109 | 11 | 749 | 52 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 74 | 235 | 0 | 163 | 280 | 0 | 26 | 788 | 0 | 11 | 801 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 9.6 | 22.6 | | 10.0 | 23.0 | | 9.6 | 57.4 | | 47.8 | 47.8 | |
| Total Split (%) | 10.7% | 25.1% | | 11.1% | 25.6% | | 10.7% | 63.8% | | 53.1% | 53.1% | |
| Maximum Green (s) | 5.1 | 18.1 | | 5.5 | 18.5 | | 5.1 | 52.9 | | 43.3 | 43.3 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Max | | None | Max | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | 0 | | | 0 | | | 0 | 0 | |
| Act Effct Green (s) | 23.2 | 18.1 | | 24.8 | 20.4 | | 52.9 | 52.9 | | 43.3 | 43.3 | |
| Actuated g/C Ratio | 0.26 | 0.20 | | 0.28 | 0.23 | | 0.59 | 0.59 | | 0.48 | 0.48 | |

Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|------|------|------|------|------|------|------|
| v/c Ratio | 0.31 | 0.64 | | 0.63 | 0.68 | | 0.14 | 0.74 | | 0.05 | 0.92 | |
| Control Delay | 26.2 | 40.4 | | 37.8 | 41.4 | | 9.4 | 18.5 | | 13.4 | 39.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 26.2 | 40.4 | | 37.8 | 41.4 | | 9.4 | 18.5 | | 13.4 | 39.8 | |
| LOS | C | D | | D | D | | A | B | | B | D | |
| Approach Delay | | 37.0 | | | | 40.1 | | | 18.2 | | | 39.4 |
| Approach LOS | | D | | | | D | | | B | | | D |
| Queue Length 50th (ft) | 30 | 118 | | 70 | 146 | | 6 | 295 | | 3 | 405 | |
| Queue Length 95th (ft) | 59 | 182 | | 105 | 199 | | 16 | 447 | | 11 | #512 | |
| Internal Link Dist (ft) | | 275 | | | | 261 | | | 411 | | | 941 |
| Turn Bay Length (ft) | 95 | | | 90 | | | 75 | | | 100 | | |
| Base Capacity (vph) | 240 | 367 | | 257 | 414 | | 187 | 1066 | | 215 | 869 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.31 | 0.64 | | 0.63 | 0.68 | | 0.14 | 0.74 | | 0.05 | 0.92 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 32.0

Intersection LOS: C

Intersection Capacity Utilization 67.8%

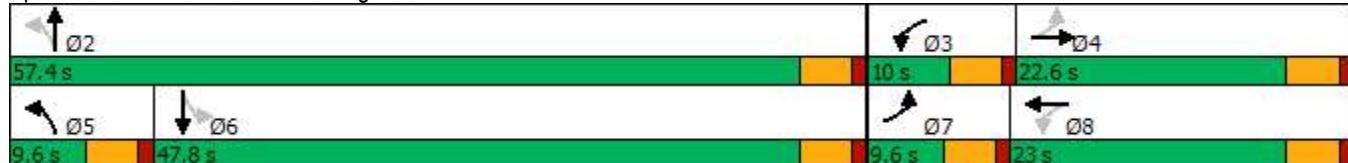
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Colvin & Brighton



| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | ↑ | ↑ | ↑ | | ↓ | |
| Traffic Volume (vph) | 0 | 426 | 9 | 239 | 433 | 18 | 5 | 7 | 250 | 11 | 19 | 5 |
| Future Volume (vph) | 0 | 426 | 9 | 239 | 433 | 18 | 5 | 7 | 250 | 11 | 19 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 75 | | 0 | 125 | | 0 | 0 | | 200 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 0.97 | | 1.00 | | |
| Fr _t | | 0.997 | | | 0.994 | | | | 0.850 | | 0.981 | |
| Flt Protected | | | | 0.950 | | | | 0.980 | | | 0.984 | |
| Satd. Flow (prot) | 1900 | 1822 | 0 | 1736 | 1817 | 0 | 0 | 1862 | 1568 | 0 | 1827 | 0 |
| Flt Permitted | | | | 0.257 | | | | 0.872 | | | 0.895 | |
| Satd. Flow (perm) | 1900 | 1822 | 0 | 470 | 1817 | 0 | 0 | 1657 | 1527 | 0 | 1661 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 5 | | | | 159 | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1126 | | | 635 | | | 391 | | | 219 | |
| Travel Time (s) | | 25.6 | | | 14.4 | | | 8.9 | | | 5.0 | |
| Confl. Bikes (#/hr) | | | 1 | | 2 | | | | 7 | | 8 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.84 | 0.84 | 0.84 | 0.82 | 0.82 | 0.82 | 0.62 | 0.62 | 0.62 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 4% | 4% | 0% | 0% | 0% | 3% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 479 | 10 | 285 | 515 | 21 | 6 | 9 | 305 | 18 | 31 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 489 | 0 | 285 | 536 | 0 | 0 | 15 | 305 | 0 | 57 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | pm+ov | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | 3 | | 6 | |
| Permitted Phases | 4 | | | 8 | 8 | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 3 | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 10.0 | 32.5 | | 22.5 | 22.5 | 10.0 | 22.5 | 22.5 | |
| Total Split (%) | 40.9% | 40.9% | | 18.2% | 59.1% | | 40.9% | 40.9% | 18.2% | 40.9% | 40.9% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.5 | 28.0 | | 18.0 | 18.0 | 5.5 | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | | | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | Min | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Act Effct Green (s) | | 15.8 | | 25.9 | 25.9 | | | 6.7 | 12.3 | | 6.7 | |
| Actuated g/C Ratio | | 0.38 | | 0.62 | 0.62 | | | 0.16 | 0.29 | | 0.16 | |
| v/c Ratio | | 0.71 | | 0.62 | 0.47 | | | 0.06 | 0.54 | | 0.21 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|------|------|-----|-----|------|------|-----|------|-----|
| Control Delay | | 18.0 | | 11.5 | 6.0 | | | 16.0 | 8.9 | | 16.2 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | | 18.0 | | 11.5 | 6.0 | | | 16.0 | 8.9 | | 16.2 | |
| LOS | | B | | B | A | | | B | A | | B | |
| Approach Delay | | 18.0 | | | 7.9 | | | 9.3 | | | 16.2 | |
| Approach LOS | | B | | | A | | | A | | | B | |
| Queue Length 50th (ft) | | 91 | | 23 | 50 | | | 3 | 24 | | 11 | |
| Queue Length 95th (ft) | | #181 | | #50 | 99 | | | 13 | 54 | | 22 | |
| Internal Link Dist (ft) | | 1046 | | | 555 | | | 311 | | | 139 | |
| Turn Bay Length (ft) | | | | 125 | | | | | 200 | | | |
| Base Capacity (vph) | | 794 | | 460 | 1232 | | | 721 | 567 | | 727 | |
| Starvation Cap Reductn | | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Spillback Cap Reductn | | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Storage Cap Reductn | | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Reduced v/c Ratio | | 0.62 | | 0.62 | 0.44 | | | 0.02 | 0.54 | | 0.08 | |

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 41.7

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 11.4

Intersection LOS: B

Intersection Capacity Utilization 56.0%

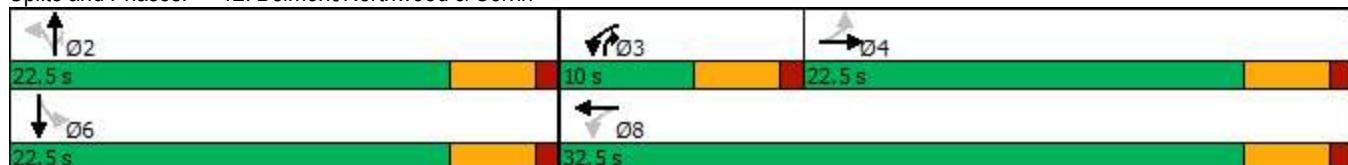
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 12: Belmont/Northwood & Colvin



| Intersection | | | | | | | | | | | | |
|--------------------------|--------|--------|-------|-------|--------|-------|-------|--------|------|------|------|------|
| Int Delay, s/veh | 5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | + | + | + | + | + | + | + | + | + | + | + | + |
| Traffic Vol, veh/h | 14 | 6 | 93 | 5 | 4 | 5 | 36 | 412 | 1 | 2 | 519 | 9 |
| Future Vol, veh/h | 14 | 6 | 93 | 5 | 4 | 5 | 36 | 412 | 1 | 2 | 519 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 50 | - | - | 50 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 56 | 56 | 56 | 50 | 50 | 50 | 89 | 89 | 89 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 25 | 11 | 166 | 10 | 8 | 10 | 40 | 463 | 1 | 2 | 618 | 11 |
| Major/Minor | Minor2 | Minor1 | | | Major1 | | | Major2 | | | | |
| Conflicting Flow All | 1181 | 1172 | 624 | 1260 | 1177 | 464 | 629 | 0 | 0 | 464 | 0 | 0 |
| Stage 1 | 628 | 628 | - | 544 | 544 | - | - | - | - | - | - | - |
| Stage 2 | 553 | 544 | - | 716 | 633 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.25 | 7.1 | 6.5 | 6.2 | 4.12 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.345 | 3.5 | 4 | 3.3 | 2.218 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 168 | 194 | 480 | 149 | 193 | 602 | 953 | - | - | 1108 | - | - |
| Stage 1 | 474 | 479 | - | 527 | 522 | - | - | - | - | - | - | - |
| Stage 2 | 521 | 522 | - | 424 | 476 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 154 | 185 | 480 | 90 | 185 | 602 | 953 | - | - | 1108 | - | - |
| Mov Cap-2 Maneuver | 154 | 185 | - | 90 | 185 | - | - | - | - | - | - | - |
| Stage 1 | 454 | 478 | - | 505 | 500 | - | - | - | - | - | - | - |
| Stage 2 | 483 | 500 | - | 271 | 475 | - | - | - | - | - | - | - |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 27.6 | | | 31.4 | | | 0.7 | | | 0 | | |
| HCM LOS | D | | | D | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 953 | - | - | 356 | 164 | 1108 | - | - | | | | |
| HCM Lane V/C Ratio | 0.042 | - | - | 0.567 | 0.171 | 0.002 | - | - | | | | |
| HCM Control Delay (s) | 8.9 | - | - | 27.6 | 31.4 | 8.3 | - | - | | | | |
| HCM Lane LOS | A | - | - | D | D | A | - | - | | | | |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 3.3 | 0.6 | 0 | - | - | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|--------|------|-------|--------|-------|------|--------|------|-------|------|------|
| Int Delay, s/veh | 1.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 50 | 16 | 713 | 35 | 46 | 584 | 10 |
| Future Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 50 | 16 | 713 | 35 | 46 | 584 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | 50 | - | - | 75 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 74 | 74 | 74 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 3 | 3 | 6 | 4 | 0 |
| Mvmt Flow | 0 | 0 | 67 | 0 | 0 | 68 | 18 | 784 | 38 | 51 | 642 | 11 |
| | | | | | | | | | | | | |
| Major/Minor | Minor2 | Minor1 | | | Major1 | | | Major2 | | | | |
| Conflicting Flow All | - | - | 650 | - | - | 806 | 655 | 0 | 0 | 825 | 0 | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.2 | - | - | 6.22 | 4.1 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.3 | - | - | 3.318 | 2.2 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 473 | 0 | 0 | 382 | 942 | - | - | 788 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 472 | - | - | 381 | 940 | - | - | 786 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 13.9 | | | 16.5 | | | 0.2 | | | 0.7 | | |
| HCM LOS | B | | | C | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | | SBL | SBT | SBR | | | |
| Capacity (veh/h) | 940 | - | - | 472 | 381 | 786 | - | - | - | | | |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.141 | 0.177 | 0.064 | - | - | - | | | |
| HCM Control Delay (s) | 8.9 | - | - | 13.9 | 16.5 | 9.9 | - | - | - | | | |
| HCM Lane LOS | A | - | - | B | C | A | - | - | - | | | |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 0.6 | 0.2 | - | - | - | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 120 | 55 | 73 | 129 | 106 | 36 | 586 | 92 | 108 | 469 | 58 |
| Future Volume (vph) | 50 | 120 | 55 | 73 | 129 | 106 | 36 | 586 | 92 | 108 | 469 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 90 | | 0 | 105 | | 0 | 95 | | 95 | 125 | | 125 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 75 | | | 75 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | 0.98 | | 1.00 | | 0.98 | | | 0.98 |
| Fr _t | | 0.953 | | | 0.932 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1703 | 1745 | 0 | 1752 | 1668 | 0 | 1805 | 1863 | 1599 | 1719 | 1827 | 1583 |
| Flt Permitted | 0.444 | | | 0.543 | | | 0.340 | | | 0.151 | | |
| Satd. Flow (perm) | 793 | 1745 | 0 | 989 | 1668 | 0 | 645 | 1863 | 1566 | 273 | 1827 | 1546 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 858 | | | 742 | | | 2020 | | | 389 | |
| Travel Time (s) | | 19.5 | | | 16.9 | | | 45.9 | | | 8.8 | |
| Confl. Peds. (#/hr) | 3 | | 3 | 10 | | 3 | 2 | | | 8 | | 2 |
| Confl. Bikes (#/hr) | | | | | 8 | | | 1 | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.82 | 0.82 | 0.82 | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 6% | 2% | 5% | 3% | 4% | 5% | 0% | 2% | 1% | 5% | 4% | 2% |
| Adj. Flow (vph) | 64 | 154 | 71 | 89 | 157 | 129 | 43 | 698 | 110 | 119 | 515 | 64 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 64 | 225 | 0 | 89 | 286 | 0 | 43 | 698 | 110 | 119 | 515 | 64 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | 8 | | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 33.0 | 33.0 | 9.5 | 33.0 | 33.0 |
| Total Split (%) | 34.6% | 34.6% | | 34.6% | 34.6% | | 14.6% | 50.8% | 50.8% | 14.6% | 50.8% | 50.8% |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 5.0 | 28.5 | 28.5 | 5.0 | 28.5 | 28.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | Max | Max | | Max | Max | | None | Max | Max | None | Max | Max |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | 0 |
| Act Effect Green (s) | 18.1 | 18.1 | | 18.1 | 18.1 | | 32.5 | 28.6 | 28.6 | 33.4 | 30.5 | 30.5 |
| Actuated g/C Ratio | 0.29 | 0.29 | | 0.29 | 0.29 | | 0.52 | 0.45 | 0.45 | 0.53 | 0.48 | 0.48 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|------|
| v/c Ratio | 0.28 | 0.45 | | 0.32 | 0.60 | | 0.10 | 0.83 | 0.15 | 0.46 | 0.58 | 0.09 |
| Control Delay | 22.6 | 22.8 | | 22.5 | 26.4 | | 6.5 | 26.8 | 11.8 | 12.5 | 16.3 | 10.7 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.6 | 22.8 | | 22.5 | 26.4 | | 6.5 | 26.8 | 11.8 | 12.5 | 16.3 | 10.7 |
| LOS | C | C | | C | C | | A | C | B | B | B | B |
| Approach Delay | | 22.7 | | | 25.5 | | | 23.8 | | | | 15.1 |
| Approach LOS | | C | | | C | | | C | | | | B |
| Queue Length 50th (ft) | 20 | 74 | | 28 | 98 | | 6 | 237 | 25 | 19 | 152 | 14 |
| Queue Length 95th (ft) | 43 | 111 | | 57 | 152 | | 16 | #381 | 49 | 38 | 249 | 34 |
| Internal Link Dist (ft) | | 778 | | | 662 | | | 1940 | | | | 309 |
| Turn Bay Length (ft) | 90 | | | 105 | | | 95 | | 95 | 125 | | 125 |
| Base Capacity (vph) | 227 | 499 | | 282 | 477 | | 424 | 844 | 710 | 259 | 882 | 745 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.28 | 0.45 | | 0.32 | 0.60 | | 0.10 | 0.83 | 0.15 | 0.46 | 0.58 | 0.09 |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 63.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 71.0%

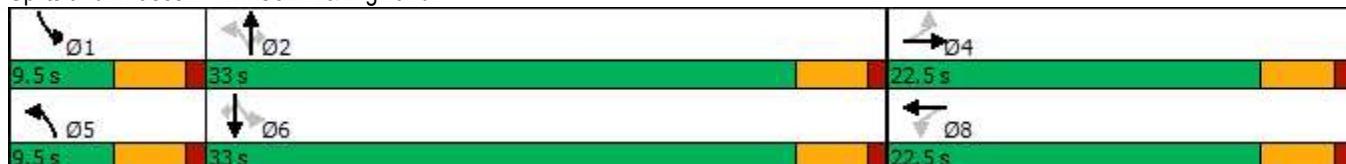
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 22: Colvin & Highland



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 32 | 47 | 24 | 43 | 30 | 20 | 12 | 624 | 7 | 5 | 571 | 18 |
| Future Volume (vph) | 32 | 47 | 24 | 43 | 30 | 20 | 12 | 624 | 7 | 5 | 571 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | 0 | | 0 | 75 | | 0 | 75 | | 0 |
| Storage Lanes | 0 | 0 | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | | 0.99 | | | 1.00 | 1.00 | | | 1.00 | |
| Fr _t | 0.968 | | | | 0.971 | | | 0.998 | | | 0.996 | |
| Flt Protected | 0.985 | | | | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1766 | 0 | 0 | 1754 | 0 | 1805 | 1856 | 0 | 1805 | 1829 | 0 |
| Flt Permitted | 0.870 | | | | 0.810 | | 0.325 | | | 0.343 | | |
| Satd. Flow (perm) | 0 | 1557 | 0 | 0 | 1453 | 0 | 617 | 1856 | 0 | 652 | 1829 | 0 |
| Right Turn on Red | | Yes | | | | Yes | | | Yes | | Yes | |
| Satd. Flow (RTOR) | 26 | | | 24 | | | 1 | | | 4 | | |
| Link Speed (mph) | 30 | | | 30 | | | 30 | | | 30 | | |
| Link Distance (ft) | 710 | | | 560 | | | 1180 | | | 2020 | | |
| Travel Time (s) | 16.1 | | | 12.7 | | | 26.8 | | | 45.9 | | |
| Confl. Peds. (#/hr) | 4 | | 3 | 1 | | 7 | 1 | | 4 | | 4 | |
| Confl. Bikes (#/hr) | | | | 2 | | | | 1 | | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.65 | 0.65 | 0.65 | 0.94 | 0.94 | 0.94 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 2% | 14% | 0% | 3% | 16% |
| Adj. Flow (vph) | 45 | 66 | 34 | 66 | 46 | 31 | 13 | 664 | 7 | 6 | 680 | 21 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 145 | 0 | 0 | 143 | 0 | 13 | 671 | 0 | 6 | 701 | 0 |
| Turn Type | Perm | NA | |
| Protected Phases | 4 | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.6 | 22.6 | | 22.6 | 22.6 | | 37.4 | 37.4 | | 37.4 | 37.4 | |
| Total Split (%) | 37.7% | 37.7% | | 37.7% | 37.7% | | 62.3% | 62.3% | | 62.3% | 62.3% | |
| Maximum Green (s) | 18.1 | 18.1 | | 18.1 | 18.1 | | 32.9 | 32.9 | | 32.9 | 32.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 9.6 | | | 9.6 | | | 36.9 | 36.9 | | 36.9 | 36.9 | |
| Actuated g/C Ratio | | 0.18 | | | 0.18 | | 0.70 | 0.70 | | 0.70 | 0.70 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|------|------|------|------|------|------|-----|
| v/c Ratio | 0.48 | | | 0.50 | | 0.03 | 0.52 | | 0.01 | 0.55 | | |
| Control Delay | 20.7 | | | 22.0 | | 4.8 | 7.5 | | 4.6 | 7.9 | | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 20.7 | | | 22.0 | | 4.8 | 7.5 | | 4.6 | 7.9 | | |
| LOS | C | | | C | | A | A | | A | A | | |
| Approach Delay | 20.7 | | | 22.0 | | | 7.4 | | | 7.9 | | |
| Approach LOS | C | | | C | | | A | | | A | | |
| Queue Length 50th (ft) | 32 | | | 32 | | 1 | 91 | | 1 | 98 | | |
| Queue Length 95th (ft) | 54 | | | 48 | | 7 | 215 | | 4 | 204 | | |
| Internal Link Dist (ft) | 630 | | | 480 | | | | 1100 | | | 1940 | |
| Turn Bay Length (ft) | | | | | | 75 | | | 75 | | | |
| Base Capacity (vph) | 554 | | | 517 | | 432 | 1302 | | 457 | 1284 | | |
| Starvation Cap Reductn | 0 | | | 0 | | 0 | 0 | | 0 | 0 | | |
| Spillback Cap Reductn | 0 | | | 0 | | 0 | 0 | | 0 | 0 | | |
| Storage Cap Reductn | 0 | | | 0 | | 0 | 0 | | 0 | 0 | | |
| Reduced v/c Ratio | 0.26 | | | 0.28 | | 0.03 | 0.52 | | 0.01 | 0.55 | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.0

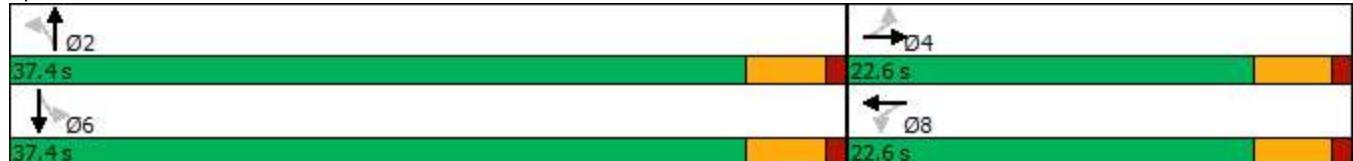
Intersection LOS: A

Intersection Capacity Utilization 50.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Colvin & Deerhurst



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 19 | 18 | 11 | 18 | 11 | 5 | 580 | 11 | 19 | 620 | 10 |
| Future Volume (vph) | 25 | 19 | 18 | 11 | 18 | 11 | 5 | 580 | 11 | 19 | 620 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 75 | 0 | 75 | 0 |
| Storage Lanes | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 0.99 | | 1.00 | 1.00 | | | 1.00 | |
| Fr _t | | 0.961 | | | 0.962 | | | 0.997 | | | 0.998 | |
| Flt Protected | | 0.980 | | | 0.986 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1702 | 0 | 0 | 1526 | 0 | 1805 | 1857 | 0 | 1626 | 1841 | 0 |
| Flt Permitted | | 0.861 | | | 0.896 | | 0.310 | | | 0.375 | | |
| Satd. Flow (perm) | 0 | 1494 | 0 | 0 | 1386 | 0 | 589 | 1857 | 0 | 642 | 1841 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | No | |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 980 | | | 760 | | | 985 | | | 1180 | |
| Travel Time (s) | | 22.3 | | | 17.3 | | | 22.4 | | | 26.8 | |
| Confl. Peds. (#/hr) | 2 | | 2 | | 2 | 1 | | 1 | | | 1 | |
| Confl. Bikes (#/hr) | | | | | 1 | | | 2 | | | 1 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.56 | 0.56 | 0.56 | 0.90 | 0.90 | 0.90 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 0% | 11% | 6% | 9% | 22% | 18% | 0% | 2% | 0% | 11% | 3% | 0% |
| Adj. Flow (vph) | 29 | 22 | 21 | 20 | 32 | 20 | 6 | 644 | 12 | 23 | 765 | 12 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 72 | 0 | 0 | 72 | 0 | 6 | 656 | 0 | 23 | 777 | 0 |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 37.5 | 37.5 | | 37.5 | 37.5 | |
| Total Split (%) | 37.5% | 37.5% | | 37.5% | 37.5% | | 62.5% | 62.5% | | 62.5% | 62.5% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 33.0 | 33.0 | | 33.0 | 33.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | | | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | | 4.5 | | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 8.0 | | | 8.0 | | 41.5 | 41.5 | | 41.5 | 41.5 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | 0.79 | 0.79 | | 0.79 | 0.79 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|------|------|-----|-----|------|------|-----|
| v/c Ratio | 0.32 | | | 0.34 | | 0.01 | 0.45 | | | 0.05 | 0.53 | |
| Control Delay | 22.8 | | | 23.6 | | 3.6 | 5.2 | | | 3.8 | 6.3 | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 22.8 | | | 23.6 | | 3.6 | 5.2 | | | 3.8 | 6.3 | |
| LOS | C | | | C | | A | A | | | A | A | |
| Approach Delay | 22.8 | | | 23.6 | | | 5.2 | | | | 6.2 | |
| Approach LOS | C | | | C | | | A | | | | A | |
| Queue Length 50th (ft) | 21 | | | 21 | | 0 | 78 | | | 2 | 103 | |
| Queue Length 95th (ft) | 45 | | | 28 | | 4 | 170 | | | 8 | 184 | |
| Internal Link Dist (ft) | 900 | | | 680 | | | 905 | | | | 1100 | |
| Turn Bay Length (ft) | | | | | | 75 | | | | 75 | | |
| Base Capacity (vph) | 512 | | | 475 | | 465 | 1468 | | | 507 | 1455 | |
| Starvation Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | | | 0.15 | | 0.01 | 0.45 | | | 0.05 | 0.53 | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 7.3

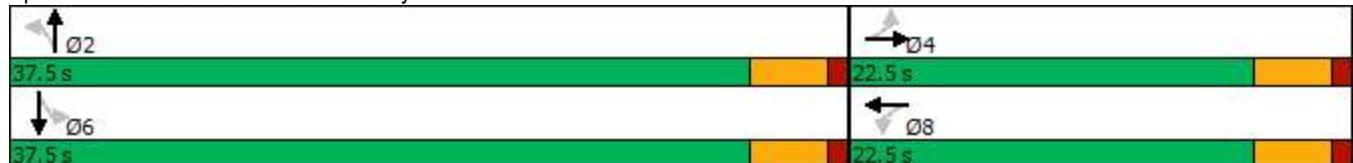
Intersection LOS: A

Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 33 | 16 | 10 | 9 | 15 | 20 | 4 | 482 | 3 | 9 | 606 | 17 |
| Future Volume (vph) | 33 | 16 | 10 | 9 | 15 | 20 | 4 | 482 | 3 | 9 | 606 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 50 | 0 |
| Storage Lanes | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Fr _t | | 0.977 | | | 0.940 | | | 0.999 | | | 0.996 | |
| Flt Protected | | 0.973 | | | 0.990 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1769 | 0 | 0 | 1677 | 0 | 1805 | 1861 | 0 | 1805 | 1835 | 0 |
| Flt Permitted | | 0.863 | | | 0.910 | | 0.333 | | | 0.457 | | |
| Satd. Flow (perm) | 0 | 1569 | 0 | 0 | 1541 | 0 | 632 | 1861 | 0 | 867 | 1835 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | 11 | | | 34 | | | 1 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 754 | | | 474 | | | 1562 | | | 985 | |
| Travel Time (s) | | 17.1 | | | 10.8 | | | 35.5 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | 1 | | | 3 | 3 | | 3 | 3 | | 2 |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 1 | | | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.58 | 0.58 | 0.58 | 0.93 | 0.93 | 0.93 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 3% | 0% | 0% | 0% | 6% | 5% | 0% | 2% | 0% | 0% | 3% | 6% |
| Adj. Flow (vph) | 36 | 17 | 11 | 16 | 26 | 34 | 4 | 518 | 3 | 11 | 721 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 64 | 0 | 0 | 76 | 0 | 4 | 521 | 0 | 11 | 741 | 0 |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.6 | 22.6 | | 22.6 | 22.6 | | 37.4 | 37.4 | | 37.4 | 37.4 | |
| Total Split (%) | 37.7% | 37.7% | | 37.7% | 37.7% | | 62.3% | 62.3% | | 62.3% | 62.3% | |
| Maximum Green (s) | 18.1 | 18.1 | | 18.1 | 18.1 | | 32.9 | 32.9 | | 32.9 | 32.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | 4.5 | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 7.3 | | | 7.3 | | 41.4 | 41.4 | | 41.4 | 41.4 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | 0.80 | 0.80 | | 0.80 | 0.80 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|------|------|-----|------|------|-----|-----|
| v/c Ratio | 0.28 | | | 0.31 | | 0.01 | 0.35 | | 0.02 | 0.51 | | |
| Control Delay | 19.6 | | | 15.8 | | 3.2 | 4.1 | | 3.3 | 5.5 | | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 19.6 | | | 15.8 | | 3.2 | 4.1 | | 3.3 | 5.5 | | |
| LOS | B | | | B | | A | A | | A | A | | |
| Approach Delay | 19.6 | | | 15.8 | | | 4.1 | | | 5.5 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| Queue Length 50th (ft) | 15 | | | 12 | | 0 | 51 | | 1 | 88 | | |
| Queue Length 95th (ft) | 40 | | | 21 | | 3 | 111 | | 5 | 168 | | |
| Internal Link Dist (ft) | 674 | | | 394 | | | 1482 | | | 905 | | |
| Turn Bay Length (ft) | | | | | | 50 | | | 50 | | | |
| Base Capacity (vph) | 554 | | | 559 | | 504 | 1485 | | 691 | 1465 | | |
| Starvation Cap Reductn | 0 | | | 0 | | 0 | 0 | | 0 | 0 | | |
| Spillback Cap Reductn | 0 | | | 0 | | 0 | 0 | | 0 | 0 | | |
| Storage Cap Reductn | 0 | | | 0 | | 0 | 0 | | 0 | 0 | | |
| Reduced v/c Ratio | 0.12 | | | 0.14 | | 0.01 | 0.35 | | 0.02 | 0.51 | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 51.9

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 6.1

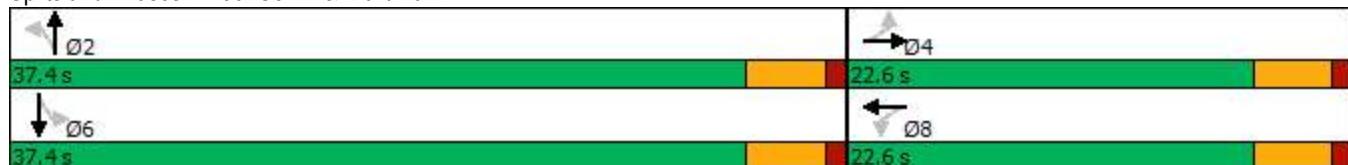
Intersection LOS: A

Intersection Capacity Utilization 48.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 76 | 52 | 90 | 733 | 769 | 59 |
| Future Volume (vph) | 76 | 52 | 90 | 733 | 769 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | 0.99 | | 1.00 | |
| Frt | | | 0.850 | | 0.989 | |
| Flt Protected | 0.950 | | | 0.995 | | |
| Satd. Flow (prot) | 1805 | 1615 | 0 | 3592 | 3532 | 0 |
| Flt Permitted | 0.950 | | | 0.772 | | |
| Satd. Flow (perm) | 1805 | 1594 | 0 | 2787 | 3532 | 0 |
| Right Turn on Red | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 91 | | 21 | |
| Link Speed (mph) | 30 | | | 35 | 35 | |
| Link Distance (ft) | 349 | | | 1021 | 529 | |
| Travel Time (s) | 7.9 | | | 19.9 | 10.3 | |
| Confl. Peds. (#/hr) | | | 1 | | 1 | |
| Peak Hour Factor | 0.57 | 0.57 | 0.86 | 0.86 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 133 | 91 | 105 | 852 | 845 | 65 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 133 | 91 | 0 | 957 | 910 | 0 |
| Turn Type | Prot | Perm | Perm | NA | NA | |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | 32.5 | 32.5 | 32.5 | |
| Total Split (%) | 40.9% | 40.9% | 59.1% | 59.1% | 59.1% | |
| Maximum Green (s) | 18.0 | 18.0 | 28.0 | 28.0 | 28.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | Max | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | 8.8 | 8.8 | | 33.2 | 33.2 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.69 | 0.69 | |
| v/c Ratio | 0.40 | 0.25 | | 0.50 | 0.37 | |
| Control Delay | 20.3 | 6.4 | | 6.3 | 4.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.3 | 6.4 | | 6.3 | 4.9 | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|
| LOS | C | A | | A | A | |
| Approach Delay | 14.6 | | | 6.3 | 4.9 | |
| Approach LOS | B | | | A | A | |
| Queue Length 50th (ft) | 31 | 0 | | 62 | 50 | |
| Queue Length 95th (ft) | 40 | 8 | | 114 | 96 | |
| Internal Link Dist (ft) | 269 | | | 941 | 449 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 677 | 655 | | 1927 | 2448 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.20 | 0.14 | | 0.50 | 0.37 | |

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 48

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 6.6

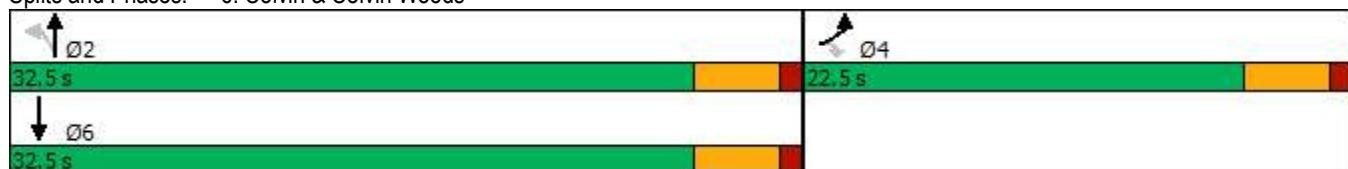
Intersection LOS: A

Intersection Capacity Utilization 61.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Colvin & Colvin Woods



Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Traffic Volume (vph) | 108 | 196 | 36 | 144 | 232 | 68 | 32 | 648 | 103 | 27 | 657 | 107 |
| Future Volume (vph) | 108 | 196 | 36 | 144 | 232 | 68 | 32 | 648 | 103 | 27 | 657 | 107 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 95 | | 0 | 90 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | | |
| Fr _t | | 0.977 | | | 0.966 | | | 0.980 | | | 0.980 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | | 0.998 | |
| Satd. Flow (prot) | 1805 | 1851 | 0 | 1805 | 1824 | 0 | 0 | 3526 | 0 | 0 | 3521 | 0 |
| Flt Permitted | 0.364 | | | 0.450 | | | | 0.804 | | | 0.899 | |
| Satd. Flow (perm) | 691 | 1851 | 0 | 855 | 1824 | 0 | 0 | 2841 | 0 | 0 | 3172 | 0 |
| Right Turn on Red | | Yes | | | Yes | | | Yes | | | Yes | |
| Satd. Flow (RTOR) | 14 | | | 22 | | | 33 | | | 27 | | |
| Link Speed (mph) | 30 | | | 35 | | | 30 | | | 35 | | |
| Link Distance (ft) | 355 | | | 341 | | | 491 | | | 1021 | | |
| Travel Time (s) | 8.1 | | | 6.6 | | | 11.2 | | | 19.9 | | |
| Confl. Peds. (#/hr) | 1 | | 5 | | 2 | | 1 | | | | | |
| Confl. Bikes (#/hr) | | 2 | | | 5 | | | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 126 | 228 | 42 | 176 | 283 | 83 | 37 | 745 | 118 | 29 | 714 | 116 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 126 | 270 | 0 | 176 | 366 | 0 | 0 | 900 | 0 | 0 | 859 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 33.0 | | 23.5 | 23.5 | |
| Total Split (%) | 14.6% | 34.6% | | 14.6% | 34.6% | | 14.6% | 50.8% | | 36.2% | 36.2% | |
| Maximum Green (s) | 5.0 | 18.0 | | 5.0 | 18.0 | | 5.0 | 28.5 | | 19.0 | 19.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | | | 4.5 | | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Max | | None | Max | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | 0 | | | 0 | | | 0 | 0 | |
| Act Effct Green (s) | 23.0 | 18.0 | | 23.9 | 19.9 | | 28.5 | | | 19.0 | | |
| Actuated g/C Ratio | 0.35 | 0.28 | | 0.37 | 0.31 | | 0.44 | | | 0.29 | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|-----|-----|------|-----|
| v/c Ratio | 0.38 | 0.52 | | 0.45 | 0.64 | | | 0.68 | | | 0.91 | |
| Control Delay | 15.6 | 23.0 | | 17.0 | 25.7 | | | 16.9 | | | 37.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 15.6 | 23.0 | | 17.0 | 25.7 | | | 16.9 | | | 37.3 | |
| LOS | B | C | | B | C | | | B | | | D | |
| Approach Delay | | 20.6 | | | 22.9 | | | 16.9 | | | 37.3 | |
| Approach LOS | | C | | | C | | | B | | | D | |
| Queue Length 50th (ft) | 30 | 85 | | 43 | 121 | | | 128 | | | 166 | |
| Queue Length 95th (ft) | 57 | 142 | | 72 | 182 | | | 172 | | | #275 | |
| Internal Link Dist (ft) | | 275 | | | 261 | | | 411 | | | 941 | |
| Turn Bay Length (ft) | 95 | | | 90 | | | | | | | | |
| Base Capacity (vph) | 330 | 522 | | 387 | 574 | | | 1316 | | | 946 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.38 | 0.52 | | 0.45 | 0.64 | | | 0.68 | | | 0.91 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 25.1

Intersection LOS: C

Intersection Capacity Utilization 79.4%

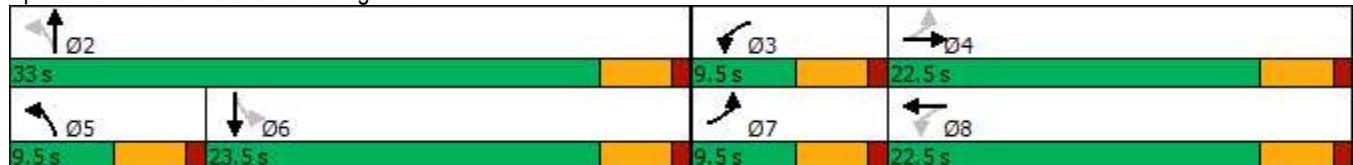
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Colvin & Brighton



| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 432 | 7 | 266 | 556 | 7 | 3 | 24 | 241 | 7 | 16 | 4 |
| Future Volume (vph) | 0 | 432 | 7 | 266 | 556 | 7 | 3 | 24 | 241 | 7 | 16 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 200 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | | | | | 0.98 | | 1.00 | |
| Fr _t | | 0.997 | | | 0.999 | | | | 0.850 | | 0.979 | |
| Flt Protected | | | | | 0.984 | | | 0.994 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 3563 | 0 | 0 | 3503 | 0 | 0 | 1889 | 1599 | 0 | 1832 | 0 |
| Flt Permitted | | | | | 0.626 | | | 0.959 | | | 0.915 | |
| Satd. Flow (perm) | 0 | 3563 | 0 | 0 | 2228 | 0 | 0 | 1822 | 1561 | 0 | 1696 | 0 |
| Right Turn on Red | | Yes | | | | Yes | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | 3 | | | 2 | | | | 165 | | 7 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1126 | | | 635 | | | 391 | | | 219 | |
| Travel Time (s) | | 25.6 | | | 14.4 | | | 8.9 | | | 5.0 | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 23 | | | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 | 0.82 | 0.82 | 0.82 | 0.61 | 0.61 | 0.61 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 2% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 470 | 8 | 292 | 611 | 8 | 4 | 29 | 294 | 11 | 26 | 7 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 478 | 0 | 0 | 911 | 0 | 0 | 33 | 294 | 0 | 44 | 0 |
| Turn Type | | NA | | pm+pt | NA | | Perm | NA | pm+ov | Perm | NA | |
| Protected Phases | | 4 | | | 3 | 8 | | | 2 | 3 | | 6 |
| Permitted Phases | 4 | | | | 8 | 8 | | 2 | | 2 | 6 | |
| Detector Phase | 4 | 4 | | | 3 | 8 | | 2 | 2 | 3 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 9.6 | 32.1 | | 22.9 | 22.9 | 9.6 | 22.9 | 22.9 | |
| Total Split (%) | 40.9% | 40.9% | | 17.5% | 58.4% | | 41.6% | 41.6% | 17.5% | 41.6% | 41.6% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.1 | 27.6 | | 18.4 | 18.4 | 5.1 | 18.4 | 18.4 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | 4.5 | | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | | | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | Min | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 12.4 | | | 22.2 | | | 6.5 | 11.7 | | 6.5 | |
| Actuated g/C Ratio | | 0.33 | | | 0.59 | | | 0.17 | 0.31 | | 0.17 | |
| v/c Ratio | | 0.41 | | | 0.61 | | | 0.11 | 0.49 | | 0.15 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|-----|------|------|-----|------|-----|-----|
| Control Delay | 10.6 | | | 6.5 | | | 15.9 | 7.5 | | 14.7 | | |
| Queue Delay | 0.0 | | | 0.0 | | | 0.0 | 0.0 | | 0.0 | | |
| Total Delay | 10.6 | | | 6.5 | | | 15.9 | 7.5 | | 14.7 | | |
| LOS | B | | | A | | | B | A | | B | | |
| Approach Delay | 10.6 | | | 6.5 | | | 8.4 | | | 14.7 | | |
| Approach LOS | B | | | A | | | A | | | B | | |
| Queue Length 50th (ft) | 37 | | | 42 | | | 6 | 15 | | 7 | | |
| Queue Length 95th (ft) | 67 | | | 75 | | | 22 | 50 | | 18 | | |
| Internal Link Dist (ft) | 1046 | | | 555 | | | 311 | | | 139 | | |
| Turn Bay Length (ft) | | | | | | | | 200 | | | | |
| Base Capacity (vph) | 1729 | | | 1832 | | | 903 | 600 | | 844 | | |
| Starvation Cap Reductn | 0 | | | 0 | | | 0 | 0 | | 0 | | |
| Spillback Cap Reductn | 0 | | | 0 | | | 0 | 0 | | 0 | | |
| Storage Cap Reductn | 0 | | | 0 | | | 0 | 0 | | 0 | | |
| Reduced v/c Ratio | 0.28 | | | 0.50 | | | 0.04 | 0.49 | | 0.05 | | |

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 37.8

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 8.2

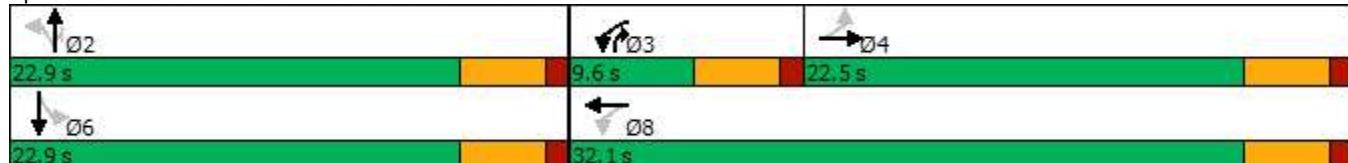
Intersection LOS: A

Intersection Capacity Utilization 54.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Belmont/Northwood & Colvin



| Intersection | | | | | | | | | | | | |
|--------------------------|--------|--------|------|-------|--------|-------|------|--------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | + | + | + | + | + | + | + | + | + | + | + | + |
| Traffic Vol, veh/h | 11 | 10 | 41 | 3 | 3 | 5 | 44 | 493 | 6 | 5 | 519 | 24 |
| Future Vol, veh/h | 11 | 10 | 41 | 3 | 3 | 5 | 44 | 493 | 6 | 5 | 519 | 24 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 67 | 67 | 67 | 69 | 69 | 69 | 89 | 89 | 89 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 16 | 15 | 61 | 4 | 4 | 7 | 49 | 554 | 7 | 5 | 552 | 26 |
| Major/Minor | Minor2 | Minor1 | | | Major1 | | | Major2 | | | | |
| Conflicting Flow All | 957 | 1241 | 295 | 955 | 1251 | 285 | 582 | 0 | 0 | 564 | 0 | 0 |
| Stage 1 | 579 | 579 | - | 659 | 659 | - | - | - | - | - | - | - |
| Stage 2 | 378 | 662 | - | 296 | 592 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.14 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.22 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 215 | 176 | 707 | 216 | 174 | 718 | 988 | - | - | 1018 | - | - |
| Stage 1 | 473 | 504 | - | 424 | 464 | - | - | - | - | - | - | - |
| Stage 2 | 621 | 462 | - | 694 | 497 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 195 | 161 | 703 | 172 | 159 | 715 | 984 | - | - | 1015 | - | - |
| Mov Cap-2 Maneuver | 195 | 161 | - | 172 | 159 | - | - | - | - | - | - | - |
| Stage 1 | 437 | 498 | - | 392 | 429 | - | - | - | - | - | - | - |
| Stage 2 | 564 | 427 | - | 609 | 492 | - | - | - | - | - | - | - |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 18.9 | | | 20.1 | | | 1 | | | 0.1 | | |
| HCM LOS | C | | | C | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 984 | - | - | 351 | 254 | 1015 | - | - | | | | |
| HCM Lane V/C Ratio | 0.05 | - | - | 0.264 | 0.063 | 0.005 | - | - | | | | |
| HCM Control Delay (s) | 8.9 | 0.3 | - | 18.9 | 20.1 | 8.6 | 0 | - | | | | |
| HCM Lane LOS | A | A | - | C | C | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 1 | 0.2 | 0 | - | - | | | | |

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 86 | 863 | 167 | 202 | 789 | 51 | 195 | 369 | 171 | 48 | 407 | 85 |
| Future Volume (vph) | 86 | 863 | 167 | 202 | 789 | 51 | 195 | 369 | 171 | 48 | 407 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 240 | | 0 | 250 | | 0 | 75 | | 0 | 90 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 75 | | | 75 | | |
| Lane Util. Factor | 1.00 | 0.86 | 0.86 | 1.00 | 0.86 | 0.86 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Fr _t | | 0.976 | | | 0.991 | | | 0.953 | | | 0.974 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 6313 | 0 | 1805 | 6411 | 0 | 1752 | 3402 | 0 | 1805 | 3479 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.307 | | | 0.324 | | |
| Satd. Flow (perm) | 1804 | 6313 | 0 | 1805 | 6411 | 0 | 566 | 3402 | 0 | 616 | 3479 | 0 |
| Right Turn on Red | | Yes | | | | Yes | | | Yes | | Yes | |
| Satd. Flow (RTOR) | 67 | | | 19 | | | 108 | | | 34 | | |
| Link Speed (mph) | 40 | | | 40 | | | 35 | | | 35 | | |
| Link Distance (ft) | 800 | | | 854 | | | 1978 | | | 843 | | |
| Travel Time (s) | 13.6 | | | 14.6 | | | 38.5 | | | 16.4 | | |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 2 | 1 | | 2 | | | 1 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 3% | 1% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 92 | 928 | 180 | 208 | 813 | 53 | 229 | 434 | 201 | 52 | 442 | 92 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 92 | 1108 | 0 | 208 | 866 | 0 | 229 | 635 | 0 | 52 | 534 | 0 |
| Turn Type | Prot | NA | | Prot | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 13.5 | 22.5 | | 14.0 | 23.0 | | 10.0 | 23.9 | | 9.6 | 23.5 | |
| Total Split (%) | 19.3% | 32.1% | | 20.0% | 32.9% | | 14.3% | 34.1% | | 13.7% | 33.6% | |
| Maximum Green (s) | 9.0 | 18.0 | | 9.5 | 18.5 | | 5.5 | 19.4 | | 5.1 | 19.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | | 0 | | | 0 | | | 0 | | |
| Act Effct Green (s) | 8.0 | 18.0 | | 9.5 | 21.5 | | 26.5 | 23.2 | | 24.1 | 19.0 | |
| Actuated g/C Ratio | 0.11 | 0.26 | | 0.14 | 0.31 | | 0.38 | 0.33 | | 0.34 | 0.27 | |
| v/c Ratio | 0.45 | 0.66 | | 0.85 | 0.44 | | 0.75 | 0.53 | | 0.17 | 0.55 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Control Delay | 35.7 | 24.1 | | 62.4 | 20.7 | | 33.7 | 18.5 | | 14.1 | 22.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 35.7 | 24.1 | | 62.4 | 20.7 | | 33.7 | 18.5 | | 14.1 | 22.9 | |
| LOS | D | C | | E | C | | C | B | | B | C | |
| Approach Delay | | | 24.9 | | | 28.8 | | | 22.5 | | | 22.1 |
| Approach LOS | | | C | | | C | | | C | | | C |
| Queue Length 50th (ft) | 37 | 116 | | 89 | 89 | | 64 | 102 | | 13 | 96 | |
| Queue Length 95th (ft) | 79 | 150 | | #200 | 118 | | #133 | 142 | | 32 | 143 | |
| Internal Link Dist (ft) | | | 720 | | | 774 | | | 1898 | | | 763 |
| Turn Bay Length (ft) | 240 | | | 250 | | | 75 | | | 90 | | |
| Base Capacity (vph) | 232 | 1673 | | 244 | 1984 | | 307 | 1201 | | 298 | 969 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.40 | 0.66 | | 0.85 | 0.44 | | 0.75 | 0.53 | | 0.17 | 0.55 | |

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 25.1

Intersection LOS: C

Intersection Capacity Utilization 67.3%

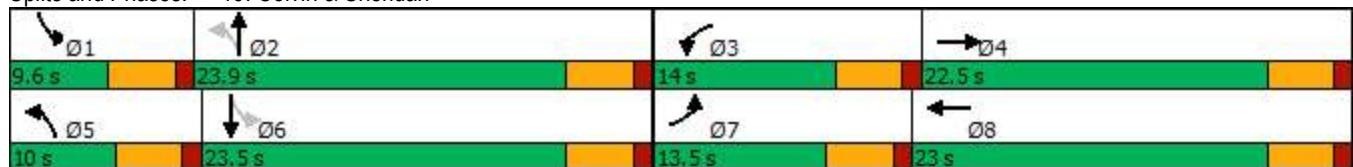
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 19: Colvin & Sheridan



| Intersection | | | | | | | | | | | | |
|--------------------------|--------|--------|------|-------|--------|-------|------|--------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 19 | 0 | 0 | 50 | 21 | 745 | 37 | 31 | 716 | 20 |
| Future Vol, veh/h | 0 | 0 | 19 | 0 | 0 | 50 | 21 | 745 | 37 | 31 | 716 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | 50 | - | - | 75 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 70 | 70 | 70 | 80 | 80 | 80 | 90 | 90 | 90 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 0 | 0 | 27 | 0 | 0 | 63 | 23 | 828 | 41 | 32 | 746 | 21 |
| | | | | | | | | | | | | |
| Major/Minor | Minor2 | Minor1 | | | Major1 | | | Major2 | | | | |
| Conflicting Flow All | - | - | 759 | - | - | 850 | 769 | 0 | 0 | 870 | 0 | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.2 | - | - | 6.22 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.3 | - | - | 3.318 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 410 | 0 | 0 | 360 | 854 | - | - | 783 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 409 | - | - | 360 | 852 | - | - | 782 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 14.4 | | 17.1 | | | 0.2 | | | 0.4 | | | |
| HCM LOS | B | | C | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 852 | - | - | 409 | 360 | 782 | - | - | | | | |
| HCM Lane V/C Ratio | 0.027 | - | - | 0.066 | 0.174 | 0.041 | - | - | | | | |
| HCM Control Delay (s) | 9.3 | - | - | 14.4 | 17.1 | 9.8 | - | - | | | | |
| HCM Lane LOS | A | - | - | B | C | A | - | - | | | | |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 0.6 | 0.1 | - | - | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 42 | 191 | 35 | 84 | 207 | 133 | 39 | 597 | 51 | 96 | 578 | 69 |
| Future Volume (vph) | 42 | 191 | 35 | 84 | 207 | 133 | 39 | 597 | 51 | 96 | 578 | 69 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 90 | | 0 | 105 | | 0 | 95 | | 95 | 125 | | 125 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 75 | | | 75 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 1.00 | | 0.99 | 0.99 | | 1.00 | | 0.98 | | 0.98 | |
| Fr _t | | 0.977 | | | 0.941 | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 1842 | 0 | 1787 | 1740 | 0 | 1719 | 1881 | 1615 | 1805 | 1881 | 1599 |
| Flt Permitted | 0.314 | | | 0.529 | | | 0.242 | | | 0.149 | | |
| Satd. Flow (perm) | 567 | 1842 | 0 | 989 | 1740 | 0 | 437 | 1881 | 1578 | 283 | 1881 | 1561 |
| Right Turn on Red | | | No | | | No | | | No | | No | |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 858 | | | 742 | | | 2020 | | | 389 | |
| Travel Time (s) | | 19.5 | | | 16.9 | | | 45.9 | | | 8.8 | |
| Confl. Peds. (#/hr) | 2 | | 3 | 5 | | 2 | 4 | | 1 | 1 | | 2 |
| Confl. Bikes (#/hr) | | | 4 | | | | | | 1 | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 5% | 0% | 2% | 1% | 1% | 3% | 5% | 1% | 0% | 0% | 1% | 1% |
| Adj. Flow (vph) | 45 | 203 | 37 | 92 | 227 | 146 | 45 | 694 | 59 | 102 | 615 | 73 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 45 | 240 | 0 | 92 | 373 | 0 | 45 | 694 | 59 | 102 | 615 | 73 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 33.0 | 33.0 | 9.5 | 33.0 | 33.0 |
| Total Split (%) | 34.6% | 34.6% | | 34.6% | 34.6% | | 14.6% | 50.8% | 50.8% | 14.6% | 50.8% | 50.8% |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 5.0 | 28.5 | 28.5 | 5.0 | 28.5 | 28.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | Min | Min | | Min | Min | | None | Min | Min | None | Min | Min |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | 0 |
| Act Effect Green (s) | 16.1 | 16.1 | | 16.1 | 16.1 | | 28.6 | 24.9 | 24.9 | 29.4 | 26.8 | 26.8 |
| Actuated g/C Ratio | 0.28 | 0.28 | | 0.28 | 0.28 | | 0.50 | 0.43 | 0.43 | 0.51 | 0.47 | 0.47 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|------|
| v/c Ratio | 0.28 | 0.47 | | 0.33 | 0.77 | | 0.13 | 0.85 | 0.09 | 0.36 | 0.70 | 0.10 |
| Control Delay | 24.2 | 22.6 | | 22.8 | 33.6 | | 6.9 | 28.3 | 11.1 | 9.9 | 19.2 | 10.8 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 24.2 | 22.6 | | 22.8 | 33.6 | | 6.9 | 28.3 | 11.1 | 9.9 | 19.2 | 10.8 |
| LOS | C | C | | C | C | | A | C | B | A | B | B |
| Approach Delay | | 22.9 | | | 31.5 | | | 25.8 | | | 17.2 | |
| Approach LOS | | C | | | C | | | C | | | B | |
| Queue Length 50th (ft) | 14 | 79 | | 29 | 135 | | 7 | 233 | 13 | 16 | 194 | 16 |
| Queue Length 95th (ft) | 41 | 140 | | 66 | #260 | | 17 | #392 | 31 | 34 | #315 | 38 |
| Internal Link Dist (ft) | | 778 | | | 662 | | | 1940 | | | 309 | |
| Turn Bay Length (ft) | 90 | | | 105 | | | 95 | | 95 | 125 | | 125 |
| Base Capacity (vph) | 190 | 617 | | 331 | 582 | | 335 | 997 | 836 | 285 | 1036 | 860 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.24 | 0.39 | | 0.28 | 0.64 | | 0.13 | 0.70 | 0.07 | 0.36 | 0.59 | 0.08 |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 57.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.7

Intersection LOS: C

Intersection Capacity Utilization 75.0%

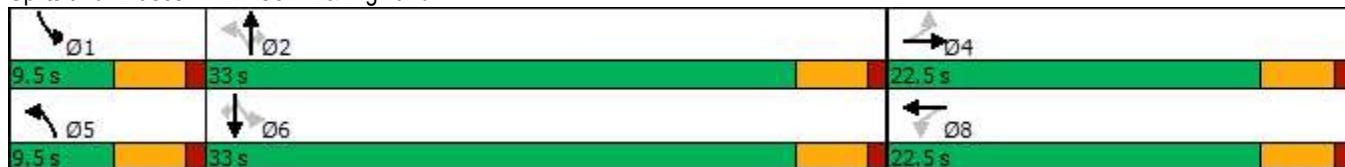
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 22: Colvin & Highland



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 12 | 23 | 35 | 25 | 36 | 10 | 40 | 671 | 26 | 11 | 648 | 29 |
| Future Volume (vph) | 12 | 23 | 35 | 25 | 36 | 10 | 40 | 671 | 26 | 11 | 648 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | 0.99 | | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | 0.932 | | | | 0.981 | | | 0.995 | | | 0.994 |
| Flt Protected | | 0.991 | | | | 0.983 | | | 0.997 | | | 0.999 |
| Satd. Flow (prot) | 0 | 1742 | 0 | 0 | 1829 | 0 | 0 | 3546 | 0 | 0 | 3547 | 0 |
| Flt Permitted | | 0.921 | | | | 0.845 | | | 0.897 | | | 0.942 |
| Satd. Flow (perm) | 0 | 1618 | 0 | 0 | 1571 | 0 | 0 | 3190 | 0 | 0 | 3345 | 0 |
| Right Turn on Red | | | Yes | | | | Yes | | | Yes | | Yes |
| Satd. Flow (RTOR) | | 46 | | | | 11 | | | 10 | | | 12 |
| Link Speed (mph) | | 30 | | | | 30 | | | 30 | | | 30 |
| Link Distance (ft) | | 710 | | | | 560 | | | 1180 | | | 2020 |
| Travel Time (s) | | 16.1 | | | | 12.7 | | | 26.8 | | | 45.9 |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | | 1 | 1 | | 1 | 1 | 3 |
| Confl. Bikes (#/hr) | | | 4 | | | 3 | | | 2 | | | 3 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.89 | 0.89 | 0.89 | 0.91 | 0.91 | 0.91 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 16 | 30 | 46 | 28 | 40 | 11 | 44 | 737 | 29 | 12 | 689 | 31 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 92 | 0 | 0 | 79 | 0 | 0 | 810 | 0 | 0 | 732 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | | 8 | | | 2 | | | 6 |
| Permitted Phases | 4 | | | | 8 | | | 2 | | | 6 | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 6.8 | | | 6.9 | | | 25.6 | | | 25.6 | |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | | | 0.71 | | | 0.71 | |
| v/c Ratio | | 0.27 | | | 0.25 | | | 0.36 | | | 0.31 | |
| Control Delay | | 9.0 | | | 12.3 | | | 4.6 | | | 4.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Total Delay | 9.0 | | | | 12.3 | | | 4.6 | | | 4.3 | |
| LOS | | A | | | B | | | A | | | A | |
| Approach Delay | 9.0 | | | | 12.3 | | | 4.6 | | | 4.3 | |
| Approach LOS | | A | | | B | | | A | | | A | |
| Queue Length 50th (ft) | 7 | | | | 11 | | | 37 | | | 32 | |
| Queue Length 95th (ft) | 22 | | | | 30 | | | 74 | | | 64 | |
| Internal Link Dist (ft) | 630 | | | | 480 | | | 1100 | | | 1940 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | 834 | | | | 793 | | | 2279 | | | 2390 | |
| Starvation Cap Reductn | 0 | | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.11 | | | | 0.10 | | | 0.36 | | | 0.31 | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.9

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 5.1

Intersection LOS: A

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 25: Colvin & Deerhurst



| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 20 | 11 | 15 | 20 | 19 | 20 | 715 | 14 | 12 | 625 | 17 |
| Future Volume (vph) | 35 | 20 | 11 | 15 | 20 | 19 | 20 | 715 | 14 | 12 | 625 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | 0.99 | | | 1.00 | | | 1.00 |
| Frt | | | | | | 0.952 | | | 0.997 | | | 0.996 |
| Flt Protected | | | | | | 0.986 | | | 0.999 | | | 0.999 |
| Satd. Flow (prot) | 0 | 1804 | 0 | 0 | 1742 | 0 | 0 | 3589 | 0 | 0 | 3555 | 0 |
| Flt Permitted | | | | | | 0.878 | | | 0.935 | | | 0.941 |
| Satd. Flow (perm) | 0 | 1667 | 0 | 0 | 1551 | 0 | 0 | 3359 | 0 | 0 | 3349 | 0 |
| Right Turn on Red | | | | | No | | No | | No | | No | |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 980 | | | 760 | | | 985 | | | 1180 | |
| Travel Time (s) | | 22.3 | | | 17.3 | | | 22.4 | | | 26.8 | |
| Confl. Peds. (#/hr) | | | 2 | 1 | | 3 | 4 | | 2 | 2 | | 4 |
| Confl. Bikes (#/hr) | | | 1 | | | 2 | | | 4 | | | 2 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 | 0.98 | 0.98 | 0.98 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 5% | 0% | 5% | 0% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 44 | 25 | 14 | 18 | 24 | 23 | 20 | 730 | 14 | 13 | 651 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 83 | 0 | 0 | 65 | 0 | 0 | 764 | 0 | 0 | 682 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Permitted Phases | 4 | | | | 8 | | | 2 | | | 6 | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 7.3 | | | 7.1 | | | 28.3 | | | 28.3 | |
| Actuated g/C Ratio | | 0.21 | | | 0.20 | | | 0.80 | | | 0.80 | |
| v/c Ratio | | 0.24 | | | 0.21 | | | 0.28 | | | 0.25 | |
| Control Delay | | 12.8 | | | 12.5 | | | 3.6 | | | 3.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |

Lanes, Volumes, Timings

28: Colvin & Crosby

12/26/2024



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Total Delay | | 12.8 | | | 12.5 | | | 3.6 | | | 3.5 | |
| LOS | | B | | | B | | | A | | | A | |
| Approach Delay | | 12.8 | | | 12.5 | | | 3.6 | | | 3.5 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Queue Length 50th (ft) | | 10 | | | 8 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | | 29 | | | 26 | | | 71 | | | 63 | |
| Internal Link Dist (ft) | | 900 | | | 680 | | | 905 | | | 1100 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 857 | | | 797 | | | 2693 | | | 2685 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.10 | | | 0.08 | | | 0.28 | | | 0.25 | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.3

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 4.4

Intersection LOS: A

Intersection Capacity Utilization 49.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby



| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 28 | 16 | 15 | 8 | 7 | 19 | 13 | 705 | 13 | 7 | 610 | 15 |
| Future Volume (vph) | 28 | 16 | 15 | 8 | 7 | 19 | 13 | 705 | 13 | 7 | 610 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | 0.99 | | | 1.00 | | | 1.00 |
| Frt | | | | | | 0.924 | | | 0.997 | | | 0.996 |
| Flt Protected | | | | | | 0.989 | | | 0.999 | | | 0.999 |
| Satd. Flow (prot) | 0 | 1793 | 0 | 0 | 1722 | 0 | 0 | 3559 | 0 | 0 | 3556 | 0 |
| Flt Permitted | | | | | | 0.900 | | | 0.943 | | | 0.948 |
| Satd. Flow (perm) | 0 | 1688 | 0 | 0 | 1567 | 0 | 0 | 3360 | 0 | 0 | 3374 | 0 |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | Yes |
| Satd. Flow (RTOR) | | 18 | | | | 27 | | | 5 | | | 6 |
| Link Speed (mph) | | 30 | | | | 30 | | | 30 | | | 30 |
| Link Distance (ft) | | 754 | | | | 474 | | | 1562 | | | 985 |
| Travel Time (s) | | 17.1 | | | | 10.8 | | | 35.5 | | | 22.4 |
| Confl. Peds. (#/hr) | 1 | | | | | | 3 | 3 | | 4 | 3 | 1 |
| Confl. Bikes (#/hr) | | | | | | | 1 | | | 5 | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.71 | 0.71 | 0.71 | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 34 | 20 | 18 | 11 | 10 | 27 | 14 | 766 | 14 | 7 | 649 | 16 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 72 | 0 | 0 | 48 | 0 | 0 | 794 | 0 | 0 | 672 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | | 8 | | | 2 | | | 6 |
| Permitted Phases | 4 | | | | 8 | | | 2 | | | 6 | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 6.7 | | | 6.5 | | | 28.8 | | | 28.8 | |
| Actuated g/C Ratio | | 0.19 | | | 0.18 | | | 0.81 | | | 0.81 | |
| v/c Ratio | | 0.22 | | | 0.16 | | | 0.29 | | | 0.25 | |
| Control Delay | | 10.8 | | | 8.4 | | | 3.4 | | | 3.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Total Delay | | 10.8 | | | 8.4 | | | 3.4 | | | 3.2 | |
| LOS | | B | | | A | | | A | | | A | |
| Approach Delay | | 10.8 | | | 8.4 | | | 3.4 | | | 3.2 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| Queue Length 50th (ft) | | 8 | | | 3 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | | 24 | | | 13 | | | 69 | | | 56 | |
| Internal Link Dist (ft) | | 674 | | | 394 | | | 1482 | | | 905 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 860 | | | 804 | | | 2710 | | | 2722 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.08 | | | 0.06 | | | 0.29 | | | 0.25 | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.7

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 3.8

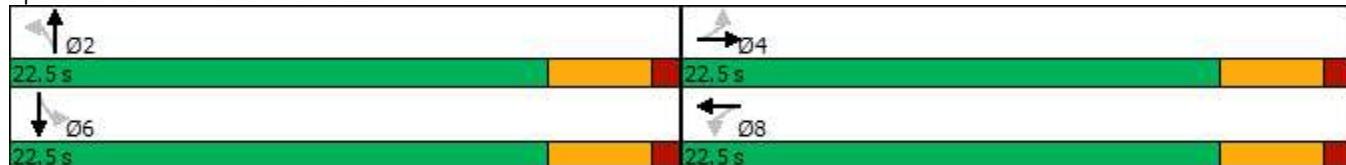
Intersection LOS: A

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 76 | 52 | 90 | 733 | 769 | 59 |
| Future Volume (vph) | 76 | 52 | 90 | 733 | 769 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 75 | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | 0 | |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 0.98 | | | 1.00 | |
| Fr _t | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1805 | 1900 | 1861 | 0 |
| Flt Permitted | 0.950 | | 0.233 | | | |
| Satd. Flow (perm) | 1805 | 1580 | 443 | 1900 | 1861 | 0 |
| Right Turn on Red | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | 91 | | | 10 | |
| Link Speed (mph) | 30 | | | 35 | 35 | |
| Link Distance (ft) | 349 | | | 1021 | 529 | |
| Travel Time (s) | 7.9 | | | 19.9 | 10.3 | |
| Confl. Peds. (#/hr) | | 1 | | | 1 | |
| Peak Hour Factor | 0.57 | 0.57 | 0.86 | 0.86 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 133 | 91 | 105 | 852 | 845 | 65 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 133 | 91 | 105 | 852 | 910 | 0 |
| Turn Type | Prot | Perm | Perm | NA | NA | |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | 47.5 | 47.5 | 47.5 | |
| Total Split (%) | 32.1% | 32.1% | 67.9% | 67.9% | 67.9% | |
| Maximum Green (s) | 18.0 | 18.0 | 43.0 | 43.0 | 43.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | None | Max | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | 9.9 | 9.9 | 48.0 | 48.0 | 48.0 | |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.75 | 0.75 | 0.75 | |
| v/c Ratio | 0.47 | 0.28 | 0.32 | 0.60 | 0.65 | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|
| Control Delay | 29.7 | 8.3 | 7.7 | 7.6 | 8.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 29.7 | 8.3 | 7.7 | 7.6 | 8.6 | |
| LOS | C | A | A | A | A | |
| Approach Delay | 21.0 | | | 7.6 | 8.6 | |
| Approach LOS | C | | | A | A | |
| Queue Length 50th (ft) | 46 | 0 | 12 | 138 | 156 | |
| Queue Length 95th (ft) | 55 | 9 | 42 | 267 | 347 | |
| Internal Link Dist (ft) | 269 | | | 941 | 449 | |
| Turn Bay Length (ft) | | | 75 | | | |
| Base Capacity (vph) | 509 | 511 | 333 | 1429 | 1402 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.26 | 0.18 | 0.32 | 0.60 | 0.65 | |

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 63.8

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 9.5

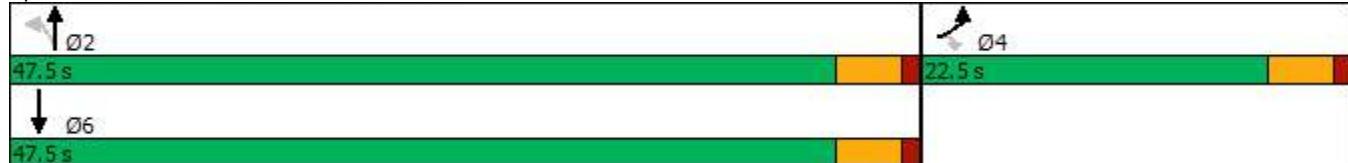
Intersection LOS: A

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: Colvin & Colvin Woods



Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Volume (vph) | 108 | 196 | 36 | 144 | 232 | 68 | 32 | 648 | 103 | 27 | 657 | 107 |
| Future Volume (vph) | 108 | 196 | 36 | 144 | 232 | 68 | 32 | 648 | 103 | 27 | 657 | 107 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 95 | | 0 | 90 | | 0 | 75 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | | | | | | | | |
| Fr _t | | 0.977 | | | 0.966 | | | 0.979 | | | 0.979 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1846 | 0 | 1805 | 1817 | 0 | 1805 | 1858 | 0 | 1805 | 1855 | 0 |
| Flt Permitted | 0.222 | | | 0.346 | | | 0.090 | | | 0.147 | | |
| Satd. Flow (perm) | 421 | 1846 | 0 | 657 | 1817 | 0 | 171 | 1858 | 0 | 279 | 1855 | 0 |
| Right Turn on Red | | Yes | | | | Yes | | | Yes | | Yes | |
| Satd. Flow (RTOR) | 9 | | | 15 | | | 15 | | | 12 | | |
| Link Speed (mph) | 30 | | | 35 | | | 30 | | | 35 | | |
| Link Distance (ft) | 355 | | | 341 | | | 491 | | | 1021 | | |
| Travel Time (s) | 8.1 | | | 6.6 | | | 11.2 | | | 19.9 | | |
| Confl. Peds. (#/hr) | 1 | | 5 | | 2 | | 1 | | | | | |
| Confl. Bikes (#/hr) | | | 2 | | | 5 | | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 126 | 228 | 42 | 176 | 283 | 83 | 37 | 745 | 118 | 29 | 714 | 116 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 126 | 270 | 0 | 176 | 366 | 0 | 37 | 863 | 0 | 29 | 830 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 9.8 | 22.9 | | 10.3 | 23.4 | | 9.6 | 56.8 | | 47.2 | 47.2 | |
| Total Split (%) | 10.9% | 25.4% | | 11.4% | 26.0% | | 10.7% | 63.1% | | 52.4% | 52.4% | |
| Maximum Green (s) | 5.3 | 18.4 | | 5.8 | 18.9 | | 5.1 | 52.3 | | 42.7 | 42.7 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Min | | None | Min | | None | Min | | Min | Min | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 23.4 | 18.0 | | 24.4 | 18.5 | | 45.0 | 45.0 | | 39.7 | 39.7 | |
| Actuated g/C Ratio | 0.28 | 0.22 | | 0.30 | 0.22 | | 0.54 | 0.54 | | 0.48 | 0.48 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| v/c Ratio | 0.60 | 0.66 | | 0.64 | 0.87 | | 0.19 | 0.85 | | 0.22 | 0.93 | |
| Control Delay | 36.8 | 39.3 | | 36.0 | 54.9 | | 10.4 | 24.6 | | 19.0 | 38.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 36.8 | 39.3 | | 36.0 | 54.9 | | 10.4 | 24.6 | | 19.0 | 38.6 | |
| LOS | D | D | | D | D | | B | C | | B | D | |
| Approach Delay | | 38.5 | | | 48.8 | | | 24.1 | | | 38.0 | |
| Approach LOS | | D | | | D | | | C | | | D | |
| Queue Length 50th (ft) | 52 | 139 | | 75 | 198 | | 8 | 348 | | 9 | 424 | |
| Queue Length 95th (ft) | #101 | 212 | | #117 | #313 | | 20 | 487 | | 31 | #685 | |
| Internal Link Dist (ft) | | 275 | | | 261 | | | 411 | | | 941 | |
| Turn Bay Length (ft) | 95 | | | 90 | | | 75 | | | 100 | | |
| Base Capacity (vph) | 209 | 424 | | 276 | 433 | | 195 | 1199 | | 146 | 979 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 0.64 | | 0.64 | 0.85 | | 0.19 | 0.72 | | 0.20 | 0.85 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 82.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 35.6

Intersection LOS: D

Intersection Capacity Utilization 74.7%

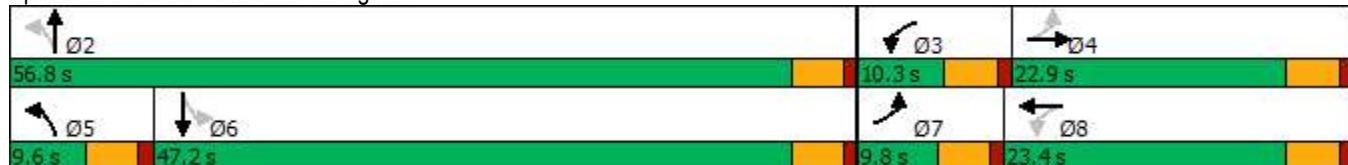
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Colvin & Brighton



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|--------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Traffic Volume (vph) | 0 | 432 | 7 | 266 | 556 | 7 | 3 | 24 | 241 | 7 | 16 | 4 |
| Future Volume (vph) | 0 | 432 | 7 | 266 | 556 | 7 | 3 | 24 | 241 | 7 | 16 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 75 | | 0 | 125 | | 0 | 0 | | 200 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | | | | | 0.96 | | 0.99 | |
| Fr _t | | 0.997 | | | 0.998 | | | | 0.850 | | 0.979 | |
| Flt Protected | | | | 0.950 | | | | 0.994 | | | 0.988 | |
| Satd. Flow (prot) | 1900 | 1875 | 0 | 1770 | 1878 | 0 | 0 | 1889 | 1599 | 0 | 1828 | 0 |
| Flt Permitted | | | | 0.289 | | | | 0.959 | | | 0.913 | |
| Satd. Flow (perm) | 1900 | 1875 | 0 | 538 | 1878 | 0 | 0 | 1822 | 1535 | 0 | 1689 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 2 | | | | 165 | | 7 | |
| Link Speed (mph) | 30 | | | 30 | | | 30 | | | 30 | | |
| Link Distance (ft) | 1126 | | | 635 | | | 391 | | | 219 | | |
| Travel Time (s) | 25.6 | | | 14.4 | | | 8.9 | | | 5.0 | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 23 | | | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 | 0.82 | 0.82 | 0.82 | 0.61 | 0.61 | 0.61 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 2% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 470 | 8 | 292 | 611 | 8 | 4 | 29 | 294 | 11 | 26 | 7 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 478 | 0 | 292 | 619 | 0 | 0 | 33 | 294 | 0 | 44 | 0 |
| Turn Type | custom | NA | | pm+pt | NA | | Perm | NA | pm+ov | Perm | NA | |
| Protected Phases | | | | 3 | 8 | | | 2 | 3 | | 6 | |
| Permitted Phases | 4 | 4 | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 3 | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 10.0 | 32.5 | | 22.5 | 22.5 | 10.0 | 22.5 | 22.5 | |
| Total Split (%) | 40.9% | 40.9% | | 18.2% | 59.1% | | 40.9% | 40.9% | 18.2% | 40.9% | 40.9% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.5 | 28.0 | | 18.0 | 18.0 | 5.5 | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | | | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | Max | | None | Max | | Min | Min | None | Min | Min | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Act Effct Green (s) | | 18.0 | | 28.0 | 28.0 | | | 6.5 | 12.0 | | 6.5 | |
| Actuated g/C Ratio | | 0.41 | | 0.64 | 0.64 | | | 0.15 | 0.28 | | 0.15 | |
| v/c Ratio | | 0.62 | | 0.58 | 0.51 | | | 0.12 | 0.53 | | 0.17 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↓ | ↓ |
| Traffic Volume (vph) | 0 | 432 | 7 | 266 | 556 | 7 | 3 | 24 | 241 | 7 | 16 | 4 |
| Future Volume (vph) | 0 | 432 | 7 | 266 | 556 | 7 | 3 | 24 | 241 | 7 | 16 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 75 | | 0 | 125 | | 0 | 0 | | 200 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | | | | | 0.96 | | 0.99 | |
| Fr _t | | 0.997 | | | 0.998 | | | | 0.850 | | 0.979 | |
| Flt Protected | | | | 0.950 | | | | 0.994 | | | 0.988 | |
| Satd. Flow (prot) | 1900 | 1875 | 0 | 1770 | 1878 | 0 | 0 | 1889 | 1599 | 0 | 1828 | 0 |
| Flt Permitted | | | | 0.259 | | | | 0.959 | | | 0.914 | |
| Satd. Flow (perm) | 1900 | 1875 | 0 | 482 | 1878 | 0 | 0 | 1822 | 1535 | 0 | 1691 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 2 | | | | 165 | | 7 | |
| Link Speed (mph) | 30 | | | 30 | | | 30 | | | 30 | | |
| Link Distance (ft) | 1126 | | | 635 | | | 391 | | | 219 | | |
| Travel Time (s) | 25.6 | | | 14.4 | | | 8.9 | | | 5.0 | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 23 | | | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 | 0.82 | 0.82 | 0.82 | 0.61 | 0.61 | 0.61 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 2% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 470 | 8 | 292 | 611 | 8 | 4 | 29 | 294 | 11 | 26 | 7 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 478 | 0 | 292 | 619 | 0 | 0 | 33 | 294 | 0 | 44 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | pm+ov | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | 3 | | 6 | |
| Permitted Phases | 4 | | | 8 | 8 | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | 3 | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 10.0 | 32.5 | | 22.5 | 22.5 | 10.0 | 22.5 | 22.5 | |
| Total Split (%) | 40.9% | 40.9% | | 18.2% | 59.1% | | 40.9% | 40.9% | 18.2% | 40.9% | 40.9% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.5 | 28.0 | | 18.0 | 18.0 | 5.5 | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | | | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | Min | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | | 15.2 | | 25.3 | 25.3 | | | 6.5 | 12.0 | | 6.5 | |
| Actuated g/C Ratio | | 0.37 | | 0.62 | 0.62 | | | 0.16 | 0.29 | | 0.16 | |
| v/c Ratio | | 0.69 | | 0.62 | 0.53 | | | 0.11 | 0.51 | | 0.16 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|------|-----|-----|------|------|-----|------|-----|
| Control Delay | 16.6 | | | 10.9 | 6.5 | | | 16.7 | 8.1 | | 15.6 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | 16.6 | | | 10.9 | 6.5 | | | 16.7 | 8.1 | | 15.6 | |
| LOS | B | | | B | A | | | B | A | | B | |
| Approach Delay | 16.6 | | | | 7.9 | | | 9.0 | | | 15.6 | |
| Approach LOS | B | | | | A | | | A | | | B | |
| Queue Length 50th (ft) | 86 | | | 23 | 59 | | | 7 | 19 | | 8 | |
| Queue Length 95th (ft) | 170 | | | #61 | 128 | | | 22 | 50 | | 18 | |
| Internal Link Dist (ft) | 1046 | | | | 555 | | | 311 | | | 139 | |
| Turn Bay Length (ft) | | | | 125 | | | | | 200 | | | |
| Base Capacity (vph) | 836 | | | 473 | 1301 | | | 811 | 577 | | 757 | |
| Starvation Cap Reductn | 0 | | | 0 | 0 | | | 0 | 0 | | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | 0 | | | 0 | 0 | | 0 | |
| Storage Cap Reductn | 0 | | | 0 | 0 | | | 0 | 0 | | 0 | |
| Reduced v/c Ratio | 0.57 | | | 0.62 | 0.48 | | | 0.04 | 0.51 | | 0.06 | |

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 40.8

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 10.7

Intersection LOS: B

Intersection Capacity Utilization 56.5%

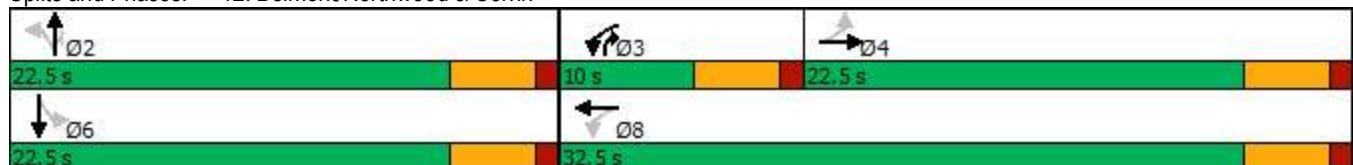
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 12: Belmont/Northwood & Colvin



| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 30.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | + | + | + | + | + | + | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 5 | 46 | 19 | 10 | 36 | 50 | 21 | 745 | 37 | 31 | 716 | 20 |
| Future Vol, veh/h | 5 | 46 | 19 | 10 | 36 | 50 | 21 | 745 | 37 | 31 | 716 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | 50 | - | - | 75 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 70 | 70 | 70 | 80 | 80 | 80 | 90 | 90 | 90 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 7 | 66 | 27 | 13 | 45 | 63 | 23 | 828 | 41 | 32 | 746 | 21 |

| Major/Minor | Minor2 | Minor1 | | | Major1 | | | Major2 | | | | |
|----------------------|--------|--------|-----|------|--------|-------|-----|--------|---|-----|---|---|
| Conflicting Flow All | 1772 | 1739 | 759 | 1763 | 1729 | 850 | 769 | 0 | 0 | 870 | 0 | 0 |
| Stage 1 | 823 | 823 | - | 896 | 896 | - | - | - | - | - | - | - |
| Stage 2 | 949 | 916 | - | 867 | 833 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.53 | 6.22 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4.027 | 3.318 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 65 | 88 | 410 | 66 | 88 | 360 | 854 | - | - | 783 | - | - |
| Stage 1 | 371 | 391 | - | 338 | 357 | - | - | - | - | - | - | - |
| Stage 2 | 315 | 354 | - | 350 | 382 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 29 | 82 | 409 | 20 | 82 | 360 | 852 | - | - | 782 | - | - |
| Mov Cap-2 Maneuver | 29 | 82 | - | 20 | 82 | - | - | - | - | - | - | - |
| Stage 1 | 360 | 374 | - | 329 | 347 | - | - | - | - | - | - | - |
| Stage 2 | 220 | 344 | - | 258 | 366 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------|-------|-----|-----|-------------------|
| HCM Control Delay, s | 213.6 | 299 | 0.2 | 0.4 |
| HCM LOS | F | F | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBln1WBln1 |
| Capacity (veh/h) | 852 | - | - | 90 89 782 |
| HCM Lane V/C Ratio | 0.027 | - | - | 1.111 1.348 0.041 |
| HCM Control Delay (s) | 9.3 | - | - | 213.6 299 9.8 |
| HCM Lane LOS | A | - | - | F F A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 6.8 8.9 0.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 42 | 191 | 35 | 84 | 207 | 133 | 39 | 597 | 51 | 96 | 578 | 69 |
| Future Volume (vph) | 42 | 191 | 35 | 84 | 207 | 133 | 39 | 597 | 51 | 96 | 578 | 69 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 90 | | 0 | 105 | | 0 | 95 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 1.00 | | 0.99 | 0.99 | | | 1.00 | | | 1.00 | |
| Fr _t | | 0.977 | | | 0.941 | | | 0.988 | | | 0.984 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 1842 | 0 | 1787 | 1740 | 0 | 1719 | 1857 | 0 | 1805 | 1846 | 0 |
| Flt Permitted | 0.282 | | | 0.502 | | | 0.212 | | | 0.135 | | |
| Satd. Flow (perm) | 509 | 1842 | 0 | 938 | 1740 | 0 | 384 | 1857 | 0 | 256 | 1846 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | No | |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | 30 | | | 30 | | | 30 | | | 30 | | |
| Link Distance (ft) | 858 | | | 742 | | | 2020 | | | 389 | | |
| Travel Time (s) | 19.5 | | | 16.9 | | | 45.9 | | | 8.8 | | |
| Confl. Peds. (#/hr) | 2 | | 3 | 5 | | 2 | 4 | | 1 | 1 | | 2 |
| Confl. Bikes (#/hr) | | | 4 | | | | | 1 | | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 5% | 0% | 2% | 1% | 1% | 3% | 5% | 1% | 0% | 0% | 1% | 1% |
| Adj. Flow (vph) | 45 | 203 | 37 | 92 | 227 | 146 | 45 | 694 | 59 | 102 | 615 | 73 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 45 | 240 | 0 | 92 | 373 | 0 | 45 | 753 | 0 | 102 | 688 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 9.5 | 41.5 | | 9.5 | 41.5 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 12.7% | 55.3% | | 12.7% | 55.3% | |
| Maximum Green (s) | 19.5 | 19.5 | | 19.5 | 19.5 | | 5.0 | 37.0 | | 5.0 | 37.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | Min | Min | | Min | Min | | None | Min | | None | Min | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 17.7 | 17.7 | | 17.7 | 17.7 | | 35.1 | 31.5 | | 36.0 | 33.4 | |
| Actuated g/C Ratio | 0.27 | 0.27 | | 0.27 | 0.27 | | 0.53 | 0.48 | | 0.55 | 0.51 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| v/c Ratio | 0.33 | 0.48 | | 0.37 | 0.80 | | 0.14 | 0.85 | | 0.38 | 0.74 | |
| Control Delay | 30.3 | 26.6 | | 27.6 | 39.7 | | 6.8 | 26.8 | | 10.4 | 19.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 30.3 | 26.6 | | 27.6 | 39.7 | | 6.8 | 26.8 | | 10.4 | 19.7 | |
| LOS | C | C | | C | D | | A | C | | B | B | |
| Approach Delay | | 27.2 | | | 37.3 | | | 25.7 | | | 18.5 | |
| Approach LOS | | C | | | D | | | C | | | B | |
| Queue Length 50th (ft) | 17 | 94 | | 35 | 161 | | 7 | 282 | | 17 | 244 | |
| Queue Length 95th (ft) | 48 | 162 | | 77 | #304 | | 17 | #404 | | 34 | 381 | |
| Internal Link Dist (ft) | | 778 | | | 662 | | | 1940 | | | 309 | |
| Turn Bay Length (ft) | 90 | | | 105 | | | 95 | | | 125 | | |
| Base Capacity (vph) | 162 | 585 | | 298 | 553 | | 314 | 1121 | | 266 | 1131 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.28 | 0.41 | | 0.31 | 0.67 | | 0.14 | 0.67 | | 0.38 | 0.61 | |

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 65.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 78.1%

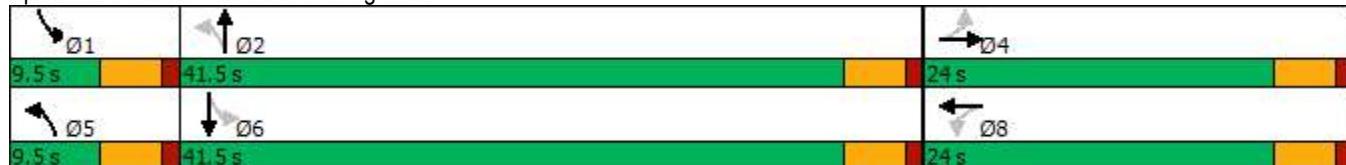
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 22: Colvin & Highland



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 12 | 23 | 35 | 25 | 36 | 10 | 40 | 671 | 26 | 11 | 648 | 29 |
| Future Volume (vph) | 12 | 23 | 35 | 25 | 36 | 10 | 40 | 671 | 26 | 11 | 648 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 75 | 0 | 75 | 0 |
| Storage Lanes | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | 0.932 | | | | 0.981 | | | 0.994 | | | 0.994 | |
| Flt Protected | 0.991 | | | | 0.983 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1732 | 0 | 0 | 1826 | 0 | 1805 | 1869 | 0 | 1805 | 1869 | 0 |
| Flt Permitted | 0.933 | | | | 0.900 | | 0.332 | | | 0.307 | | |
| Satd. Flow (perm) | 0 | 1629 | 0 | 0 | 1671 | 0 | 631 | 1869 | 0 | 583 | 1869 | 0 |
| Right Turn on Red | | Yes | | | | Yes | | | Yes | | Yes | |
| Satd. Flow (RTOR) | 46 | | | | 11 | | | 5 | | | 6 | |
| Link Speed (mph) | 30 | | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | 710 | | | | 560 | | | 1180 | | | 2020 | |
| Travel Time (s) | 16.1 | | | | 12.7 | | | 26.8 | | | 45.9 | |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 3 |
| Confl. Bikes (#/hr) | | 4 | | | 3 | | | 2 | | | | 3 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.89 | 0.89 | 0.89 | 0.91 | 0.91 | 0.91 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 16 | 30 | 46 | 28 | 40 | 11 | 44 | 737 | 29 | 12 | 689 | 31 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 92 | 0 | 0 | 79 | 0 | 44 | 766 | 0 | 12 | 720 | 0 |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.6 | 22.6 | | 22.6 | 22.6 | | 37.4 | 37.4 | | 37.4 | 37.4 | |
| Total Split (%) | 37.7% | 37.7% | | 37.7% | 37.7% | | 62.3% | 62.3% | | 62.3% | 62.3% | |
| Maximum Green (s) | 18.1 | 18.1 | | 18.1 | 18.1 | | 32.9 | 32.9 | | 32.9 | 32.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 7.6 | | | 7.6 | | 39.3 | 39.3 | | 39.3 | 39.3 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | 0.74 | 0.74 | | 0.74 | 0.74 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|------|------|------|-----|------|------|------|
| v/c Ratio | 0.34 | | | 0.32 | | 0.09 | 0.55 | | | 0.03 | 0.52 | |
| Control Delay | 14.7 | | | 20.5 | | 4.0 | 6.5 | | | 3.5 | 6.1 | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 14.7 | | | 20.5 | | 4.0 | 6.5 | | | 3.5 | 6.1 | |
| LOS | B | | | C | | A | A | | | A | A | |
| Approach Delay | 14.7 | | | 20.5 | | | 6.4 | | | | 6.0 | |
| Approach LOS | B | | | C | | | A | | | | A | |
| Queue Length 50th (ft) | 12 | | | 18 | | 3 | 93 | | | 1 | 84 | |
| Queue Length 95th (ft) | 33 | | | 47 | | 14 | 208 | | | 5 | 186 | |
| Internal Link Dist (ft) | 630 | | | 480 | | | | 1100 | | | | 1940 |
| Turn Bay Length (ft) | | | | | | 75 | | | | 75 | | |
| Base Capacity (vph) | 589 | | | 580 | | 467 | 1385 | | | 431 | 1385 | |
| Starvation Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.16 | | | 0.14 | | 0.09 | 0.55 | | | 0.03 | 0.52 | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 7.3

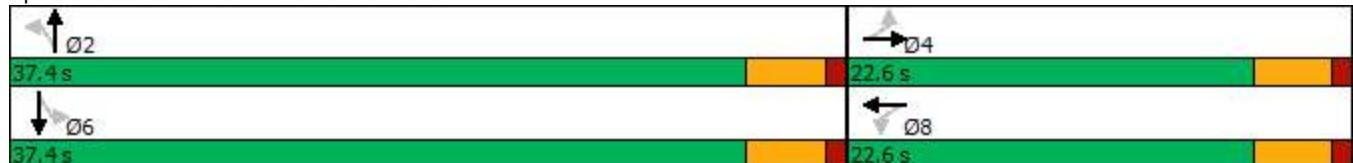
Intersection LOS: A

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Colvin & Deerhurst



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 20 | 11 | 15 | 20 | 19 | 20 | 715 | 14 | 12 | 625 | 17 |
| Future Volume (vph) | 35 | 20 | 11 | 15 | 20 | 19 | 20 | 715 | 14 | 12 | 625 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 75 | 0 | 75 | 0 |
| Storage Lanes | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Fr _t | | 0.977 | | | 0.952 | | | 0.997 | | | 0.996 | |
| Flt Protected | | 0.974 | | | 0.986 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1801 | 0 | 0 | 1734 | 0 | 1719 | 1893 | 0 | 1805 | 1873 | 0 |
| Flt Permitted | | 0.799 | | | 0.917 | | 0.368 | | | 0.327 | | |
| Satd. Flow (perm) | 0 | 1477 | 0 | 0 | 1612 | 0 | 665 | 1893 | 0 | 621 | 1873 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | No | |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 980 | | | 760 | | | 985 | | | 1180 | |
| Travel Time (s) | | 22.3 | | | 17.3 | | | 22.4 | | | 26.8 | |
| Confl. Peds. (#/hr) | | 2 | 1 | | 3 | 4 | | 2 | 2 | | 4 | |
| Confl. Bikes (#/hr) | | 1 | | | 2 | | | 4 | | | 2 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 | 0.98 | 0.98 | 0.98 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 5% | 0% | 5% | 0% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 44 | 25 | 14 | 18 | 24 | 23 | 20 | 730 | 14 | 13 | 651 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 83 | 0 | 0 | 65 | 0 | 20 | 744 | 0 | 13 | 669 | 0 |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 37.5 | 37.5 | | 37.5 | 37.5 | |
| Total Split (%) | 37.5% | 37.5% | | 37.5% | 37.5% | | 62.5% | 62.5% | | 62.5% | 62.5% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 33.0 | 33.0 | | 33.0 | 33.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 8.1 | | | 8.0 | | 41.4 | 41.4 | | 41.4 | 41.4 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | 0.79 | 0.79 | | 0.79 | 0.79 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|------|------|-----|-----|------|------|-----|
| v/c Ratio | 0.36 | | | 0.26 | | 0.04 | 0.50 | | | 0.03 | 0.45 | |
| Control Delay | 23.7 | | | 21.4 | | 3.9 | 5.8 | | | 3.8 | 5.3 | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 23.7 | | | 21.4 | | 3.9 | 5.8 | | | 3.8 | 5.3 | |
| LOS | C | | | C | | A | A | | | A | A | |
| Approach Delay | 23.7 | | | 21.4 | | | 5.7 | | | | 5.3 | |
| Approach LOS | C | | | C | | | A | | | | A | |
| Queue Length 50th (ft) | 24 | | | 18 | | 2 | 95 | | | 1 | 81 | |
| Queue Length 95th (ft) | 46 | | | 40 | | 8 | 208 | | | 6 | 176 | |
| Internal Link Dist (ft) | 900 | | | 680 | | | 905 | | | | 1100 | |
| Turn Bay Length (ft) | | | | | | 75 | | | | 75 | | |
| Base Capacity (vph) | 507 | | | 553 | | 525 | 1494 | | | 490 | 1478 | |
| Starvation Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.16 | | | 0.12 | | 0.04 | 0.50 | | | 0.03 | 0.45 | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.4

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 7.1

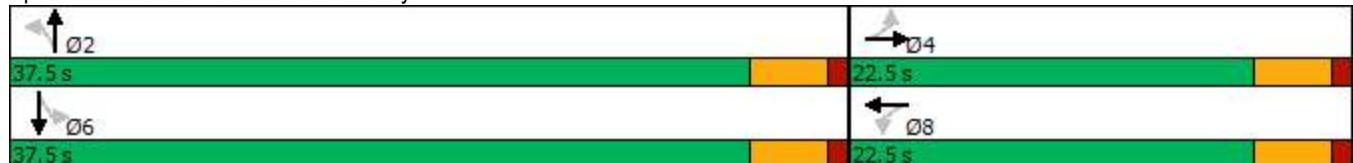
Intersection LOS: A

Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 28 | 16 | 15 | 8 | 7 | 19 | 13 | 705 | 13 | 7 | 610 | 15 |
| Future Volume (vph) | 28 | 16 | 15 | 8 | 7 | 19 | 13 | 705 | 13 | 7 | 610 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 50 | 0 |
| Storage Lanes | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Fr _t | | 0.966 | | | 0.924 | | | 0.997 | | | 0.996 | |
| Flt Protected | | 0.977 | | | 0.989 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1793 | 0 | 0 | 1711 | 0 | 1805 | 1875 | 0 | 1805 | 1847 | 0 |
| Flt Permitted | | 0.825 | | | 0.916 | | 0.374 | | | 0.313 | | |
| Satd. Flow (perm) | 0 | 1513 | 0 | 0 | 1585 | 0 | 710 | 1875 | 0 | 594 | 1847 | 0 |
| Right Turn on Red | | Yes | | | | Yes | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | 18 | | | 27 | | | 2 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 754 | | | 474 | | | 1562 | | | 985 | |
| Travel Time (s) | | 17.1 | | | 10.8 | | | 35.5 | | | 22.4 | |
| Confl. Peds. (#/hr) | 1 | | | | | 3 | 3 | | 4 | 3 | | 1 |
| Confl. Bikes (#/hr) | | | | | 1 | | | 5 | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.71 | 0.71 | 0.71 | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 60% |
| Adj. Flow (vph) | 34 | 20 | 18 | 11 | 10 | 27 | 14 | 766 | 14 | 7 | 649 | 16 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 72 | 0 | 0 | 48 | 0 | 14 | 780 | 0 | 7 | 665 | 0 |
| Turn Type | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.6 | 22.6 | | 22.6 | 22.6 | | 37.4 | 37.4 | | 37.4 | 37.4 | |
| Total Split (%) | 37.7% | 37.7% | | 37.7% | 37.7% | | 62.3% | 62.3% | | 62.3% | 62.3% | |
| Maximum Green (s) | 18.1 | 18.1 | | 18.1 | 18.1 | | 32.9 | 32.9 | | 32.9 | 32.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 7.3 | | | 7.2 | | 42.1 | 42.1 | | 42.1 | 42.1 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | 0.80 | 0.80 | | 0.80 | 0.80 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-----|-----|------|-----|------|------|-----|-----|------|------|-----|
| v/c Ratio | 0.32 | | | 0.20 | | 0.02 | 0.52 | | | 0.01 | 0.45 | |
| Control Delay | 19.4 | | | 13.5 | | 3.4 | 5.6 | | | 3.3 | 4.8 | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 19.4 | | | 13.5 | | 3.4 | 5.6 | | | 3.3 | 4.8 | |
| LOS | B | | | B | | A | A | | | A | A | |
| Approach Delay | 19.4 | | | 13.5 | | | 5.6 | | | | 4.8 | |
| Approach LOS | B | | | B | | | A | | | | A | |
| Queue Length 50th (ft) | 17 | | | 6 | | 1 | 95 | | | 1 | 74 | |
| Queue Length 95th (ft) | 38 | | | 20 | | 6 | 210 | | | 4 | 160 | |
| Internal Link Dist (ft) | 674 | | | 394 | | | 1482 | | | | 905 | |
| Turn Bay Length (ft) | | | | | | 50 | | | | 50 | | |
| Base Capacity (vph) | 534 | | | 564 | | 568 | 1502 | | | 475 | 1480 | |
| Starvation Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | | 0 | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.13 | | | 0.09 | | 0.02 | 0.52 | | | 0.01 | 0.45 | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 6.1

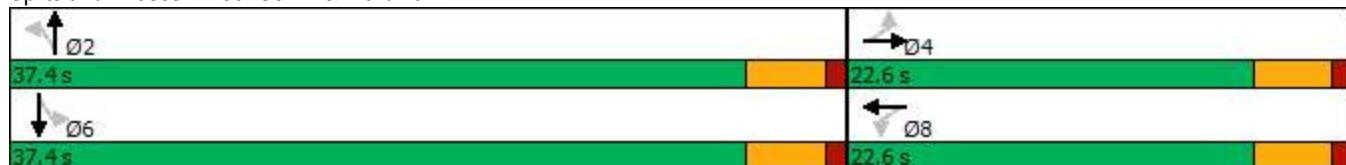
Intersection LOS: A

Intersection Capacity Utilization 51.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman



5.0 Appendix

Request: Colvin Blvd Comprehensive Roadway Reconfiguration Analysis

Requesting Agency(ies)/Consultant: Town of Tonawanda

Requesting Agency Contact: Matt Sutton

Member Agency Approval/Contact: Erie County / Gina Wilkolaski

Objective: Evaluate the feasibility of a road diet of Colvin Blvd from Eggert Road (North end) to Amherst Street (South end). From the NYSDOT Traffic Data viewer, the AADT is between 12,000 and 18,000 trips per day in this stretch. Many intersections have had a history of complaints, accidents and/or accessibility concerns. Before addressing those concerns individually, The Town of Tonawanda desires to evaluate if a road diet is an appropriate alteration. It is noted that the road section south of Kenmore Ave is not a consistent 4-lane configuration, but the evaluation could help to establish a striping plan to clearly define the vehicle and traffic laws.

Project Product/Deliverables: Initial request is for traffic counts to be completed at intersections along the corridor so a Comprehensive Roadway Configuration Analysis of Traffic and Operations on Colvin Blvd can be a deliverable.

Project Initiation Rationale: Observations along the corridor indicate the following:

1. A road diet may improve traffic safety by adding a two-way left-turn lane that will reduce excessive and abrupt lane changes, some with visibility concerns around Colvin Blvd curves.
2. Reduction in the number of lanes may reduce weaving and speeding of traffic while providing more consistent cues for pedestrians who have to cross the road.
3. Establishing wider shoulders may have a positive impact for transit, multimodal users and adjacent property owners who are required to maintain their road frontage.

FHWA guidance for the maximum traffic volume for a four-lane to three-lane Road Diet conversion indicates that 10,000-15,000 ADT is a good candidate for Road Diet in many instances. 15,000-20,000 ADT is a good candidate for Road Diet in some instances.

Project Scope: Data collection through Automated Traffic Recorder (ATR) counts, Turning Movement Counts (TMC), and preparation of a Comprehensive Roadway Configuration Analysis of Traffic and Operations on Colvin Blvd between Eggert Road and Amherst Street.

Project Stakeholders: Town of Tonawanda (Lead)
City of Buffalo
Erie County DPW
Village of Kenmore

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/I 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd/Twin Cities Memorial Hwy | | | | Colvin Blvd/Twin Cities Memorial Hwy | | | | Eggert Rd/I 290 EB Off Ramp | | | | Eggert Rd/I 290 EB Off Ramp | | | | |
|-------------------------|--------------------------------------|-------|------------|-----|--------------------------------------|-------|-----------|-----|-----------------------------|------|------------|-----|-----------------------------|-------|-----------|-------|--------------|
| | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 136 | 2 | 0 | 68 | 102 | 161 | 0 | 62 | 27 | 11 | 0 | 0 | 0 | 81 | 0 | 650 |
| 7:15 AM | 0 | 173 | 0 | 0 | 79 | 152 | 206 | 0 | 68 | 36 | 30 | 0 | 0 | 0 | 100 | 0 | 844 |
| 7:30 AM | 0 | 192 | 2 | 0 | 111 | 194 | 181 | 0 | 71 | 29 | 23 | 0 | 0 | 0 | 165 | 0 | 968 |
| 7:45 AM | 0 | 193 | 1 | 0 | 88 | 176 | 175 | 0 | 77 | 21 | 29 | 0 | 0 | 0 | 100 | 0 | 860 |
| 8:00 AM | 0 | 188 | 2 | 0 | 69 | 137 | 176 | 0 | 76 | 26 | 34 | 0 | 0 | 0 | 79 | 0 | 787 |
| 8:15 AM | 0 | 166 | 2 | 0 | 50 | 107 | 160 | 0 | 78 | 32 | 13 | 0 | 0 | 0 | 93 | 0 | 701 |
| 8:30 AM | 0 | 169 | 2 | 0 | 73 | 89 | 139 | 0 | 78 | 34 | 20 | 0 | 0 | 0 | 95 | 0 | 699 |
| 8:45 AM | 0 | 178 | 3 | 0 | 68 | 95 | 139 | 0 | 67 | 48 | 15 | 0 | 0 | 0 | 94 | 0 | 707 |
| 9:00 AM | 0 | 171 | 0 | 0 | 52 | 101 | 117 | 0 | 58 | 18 | 22 | 0 | 0 | 0 | 101 | 0 | 640 |
| 9:15 AM | 0 | 105 | 2 | 0 | 51 | 70 | 151 | 0 | 62 | 23 | 14 | 0 | 0 | 0 | 73 | 0 | 551 |
| 9:30 AM | 0 | 128 | 0 | 0 | 59 | 97 | 141 | 0 | 58 | 26 | 15 | 0 | 0 | 0 | 59 | 0 | 583 |
| 9:45 AM | 0 | 116 | 5 | 0 | 56 | 92 | 119 | 0 | 63 | 20 | 8 | 0 | 0 | 0 | 65 | 0 | 544 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 1915 | 21 | 0 | 824 | 1412 | 1865 | 0 | 818 | 340 | 234 | 0 | 0 | 0 | 1105 | 0 | 8534 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 746 | 5 | 0 | 34 | 659 | /38 | 0 | 292 | 112 | 116 | 0 | 0 | 0 | 444 | 0 | 3459 |
| PEAK HR FACTOR : | UUU | U.95b | U.bz2 | UUU | U./82 | U.849 | U.890 | UUU | U.948 | U./8 | U.853 | UUU | 0.000 | 0.000 | 0.673 | 0.000 | 0.893 |
| | | | | | | | | | | | | | | | 0.673 | | |

| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|---------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 2 SL | 2 ST | 1 SR | 0 SU | 2 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 2 WR | 0 WU | |
| 12:00 PM | 0 | 135 | 7 | 0 | 79 | 116 | 96 | 0 | 81 | 27 | 18 | 0 | 0 | 0 | 62 | 0 | 621 |
| 12:15 PM | 0 | 128 | 4 | 0 | 76 | 126 | 107 | 0 | 71 | 20 | 14 | 0 | 0 | 0 | 107 | 0 | 653 |
| 12:30 PM | 0 | 134 | 4 | 0 | 85 | 120 | 110 | 0 | 74 | 32 | 8 | 0 | 0 | 0 | 103 | 0 | 670 |
| 12:45 PM | 0 | 124 | 0 | 0 | 79 | 107 | 110 | 0 | 78 | 28 | 26 | 0 | 0 | 0 | 104 | 0 | 656 |
| 1:00 PM | 0 | 129 | 2 | 0 | 62 | 108 | 103 | 0 | 85 | 28 | 21 | 0 | 0 | 0 | 88 | 0 | 626 |
| 1:15 PM | 0 | 136 | 5 | 0 | 83 | 117 | 121 | 0 | 73 | 24 | 15 | 0 | 0 | 0 | 109 | 0 | 683 |
| 1:30 PM | 0 | 126 | 4 | 0 | 89 | 135 | 141 | 0 | 63 | 29 | 28 | 0 | 0 | 0 | 83 | 0 | 698 |
| 1:45 PM | 0 | 114 | 1 | 0 | 75 | 100 | 122 | 0 | 89 | 33 | 17 | 0 | 0 | 0 | 85 | 0 | 636 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 1026 | 27 | 0 | 628 | 929 | 910 | 0 | 614 | 221 | 147 | 0 | 0 | 0 | 741 | 0 | 5243 |
| PEAK HR : | 12:45 PM - 01:45 PM | | | | 25.46% | 37.66% | 36.89% | 0.00% | 62.53% | 22.51% | 14.97% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR VOL : | 0 | 515 | 11 | 0 | 313 | 467 | 475 | 0 | 299 | 109 | 90 | 0 | 0 | 0 | 384 | 0 | TOTAL 2663 |
| PEAK HR FACTOR : | UUUU | 0.947 | 0.590 | UUUU | 0.879 | 0.865 | 0.842 | UUUU | 0.879 | 0.940 | 0.804 | UUUU | UUUU | UUUU | 0.881 | UUUU | 0.954 |
| | | 0.933 | | | | 0.860 | | | | 0.929 | | | | | 0.881 | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|--------------------------------|---------------------|----------------------|-------------------|------------------|----------------------|----------------------|----------------------|------------------|----------------------|---------------------|--------------------|------------------|------------------|------------------|-----------------------|------------------|----------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 2 SL | 2 ST | 1 SR | 0 SU | 2 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 2 WR | 0 WU | |
| 3:00 PM | 0 | 167 | 2 | 0 | 80 | 159 | 146 | 0 | 108 | 57 | 13 | 0 | 0 | 0 | 115 | 0 | 847 |
| 3:15 PM | 0 | 143 | 5 | 0 | 115 | 154 | 135 | 0 | 166 | 65 | 34 | 0 | 0 | 0 | 154 | 0 | 971 |
| 3:30 PM | 0 | 192 | 4 | 0 | 85 | 172 | 174 | 0 | 153 | 52 | 17 | 0 | 0 | 0 | 141 | 0 | 990 |
| 3:45 PM | 0 | 218 | 2 | 0 | 85 | 165 | 163 | 0 | 168 | 74 | 22 | 0 | 0 | 0 | 134 | 0 | 1031 |
| 4:00 PM | 0 | 169 | 0 | 0 | 125 | 199 | 124 | 0 | 142 | 51 | 19 | 0 | 0 | 0 | 162 | 0 | 991 |
| 4:15 PM | 0 | 166 | 5 | 0 | 108 | 157 | 129 | 0 | 178 | 73 | 13 | 0 | 0 | 0 | 133 | 0 | 962 |
| 4:30 PM | 0 | 190 | 4 | 0 | 113 | 195 | 146 | 0 | 185 | 67 | 19 | 0 | 0 | 0 | 127 | 0 | 1046 |
| 4:45 PM | 0 | 146 | 2 | 0 | 126 | 186 | 141 | 0 | 198 | 61 | 20 | 0 | 0 | 0 | 152 | 0 | 1032 |
| 5:00 PM | 0 | 206 | 8 | 0 | 114 | 202 | 129 | 0 | 182 | 59 | 19 | 0 | 0 | 0 | 173 | 0 | 1092 |
| 5:15 PM | 0 | 179 | 5 | 0 | 97 | 170 | 127 | 0 | 162 | 72 | 14 | 0 | 0 | 0 | 144 | 0 | 970 |
| 5:30 PM | 0 | 178 | 3 | 0 | 97 | 177 | 124 | 0 | 142 | 40 | 27 | 0 | 0 | 0 | 142 | 0 | 930 |
| 5:45 PM | 0 | 177 | 2 | 0 | 131 | 202 | 100 | 0 | 134 | 48 | 17 | 0 | 0 | 0 | 132 | 0 | 943 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 2131 98.07% | NR 42 1.93% | NU 0 0.00% | SL 1276 25.26% | ST 2138 42.32% | SR 1638 32.42% | SU 0 0.00% | EL 1918 66.81% | ET 719 25.04% | ER 234 8.15% | EU 0 0.00% | WL 0 0.00% | WT 0 0.00% | WR 1709 100.00% | WU 0 0.00% | TOTAL 11805 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | U 0.000 | 721 0.875 | 19 0.594 | 0 0.000 | 450 0.893 | /53 0.932 | 543 0.930 | 0 0.000 | 122 0.918 | 259 0.899 | /2 0.900 | 0 0.000 | U 0.000 | U 0.000 | 596 0.861 | U 0.000 | TOTAL 4140 |
| PEAK HR FACTOR : | | | | | 0.864 | | 0.961 | | | | | | | | 0.861 | | 0.948 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/I 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd/Twin Cities Memorial Hwy | | | | Colvin Blvd/Twin Cities Memorial Hwy | | | | Eggert Rd/I 290 EB Off Ramp | | | | Eggert Rd/I 290 EB Off Ramp | | | | |
|---------------------------------------|--------------------------------------|----------------|-------------|------------|--------------------------------------|----------------|----------------|------------|-----------------------------|---------------|---------------|------------|-----------------------------|------------|-----------------|------------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 0 NL | 2 NT | 0 NR | 0 NU | 2 SL | 2 ST | 1 SR | 0 SU | 2 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 2 WR | 0 WU | |
| 7:00 AM | 0 | 131 | 2 | 0 | 65 | 97 | 153 | 0 | 62 | 25 | 11 | 0 | 0 | 0 | 78 | 0 | 624 |
| 7:15 AM | 0 | 171 | 0 | 0 | 76 | 142 | 202 | 0 | 62 | 33 | 25 | 0 | 0 | 0 | 100 | 0 | 811 |
| 7:30 AM | 0 | 181 | 2 | 0 | 106 | 183 | 173 | 0 | 69 | 28 | 18 | 0 | 0 | 0 | 161 | 0 | 921 |
| 7:45 AM | 0 | 179 | 1 | 0 | 85 | 168 | 157 | 0 | 72 | 21 | 26 | 0 | 0 | 0 | 97 | 0 | 806 |
| 8:00 AM | 0 | 181 | 2 | 0 | 66 | 133 | 166 | 0 | 68 | 23 | 30 | 0 | 0 | 0 | 74 | 0 | 743 |
| 8:15 AM | 0 | 161 | 1 | 0 | 48 | 102 | 150 | 0 | 67 | 30 | 13 | 0 | 0 | 0 | 92 | 0 | 664 |
| 8:30 AM | 0 | 164 | 2 | 0 | 71 | 85 | 131 | 0 | 67 | 34 | 15 | 0 | 0 | 0 | 90 | 0 | 659 |
| 8:45 AM | 0 | 175 | 3 | 0 | 67 | 93 | 137 | 0 | 61 | 47 | 7 | 0 | 0 | 0 | 91 | 0 | 681 |
| 9:00 AM | 0 | 161 | 0 | 0 | 51 | 100 | 109 | 0 | 48 | 18 | 17 | 0 | 0 | 0 | 97 | 0 | 601 |
| 9:15 AM | 0 | 98 | 2 | 0 | 49 | 67 | 137 | 0 | 54 | 23 | 9 | 0 | 0 | 0 | 73 | 0 | 512 |
| 9:30 AM | 0 | 119 | 0 | 0 | 56 | 92 | 132 | 0 | 49 | 24 | 13 | 0 | 0 | 0 | 57 | 0 | 542 |
| 9:45 AM | 0 | 107 | 5 | 0 | 55 | 89 | 110 | 0 | 51 | 19 | 7 | 0 | 0 | 0 | 62 | 0 | 505 |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 1828 98.92% | 20 1.06% | 0 0.00% | 795 20.37% | 1351 34.61% | 1757 45.02% | 0 0.00% | 730 58.59% | 325 26.08% | 191 15.33% | 0 0.00% | 0 0.00% | 0 0.00% | 1072 100.00% | 0 0.00% | 8069 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 712 | 5 | 0 | 533 | 626 | 698 | U | 271 | 105 | 99 | U | 0 | 0 | 432 | 0 | 3281 |
| PEAK HR FACTOR : | 0.UUU | 0.983 | 0.625 | 0.UUUU | 0.U85 | 0.855 | 0.804 | 0.UUUU | 0.941 | 0.U95 | 0.825 | 0.UUUU | 0.000 | 0.000 | 0.671 | 0.000 | 0.891 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 NL | 2 NT | 0 NR | 0 NU | 2 SL | 2 ST | 1 SR | 0 SU | 2 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 2 WR | 0 WU | TOTAL |
| | 0 | 124 | 7 | 0 | 79 | 107 | 89 | 0 | 78 | 26 | 14 | 0 | 0 | 0 | 61 | 0 | 585 |
| 12:00 PM | 0 | 122 | 4 | 0 | 74 | 124 | 102 | 0 | 66 | 19 | 13 | 0 | 0 | 0 | 104 | 0 | 628 |
| 12:15 PM | 0 | 128 | 4 | 0 | 84 | 113 | 105 | 0 | 64 | 30 | 6 | 0 | 0 | 0 | 102 | 0 | 636 |
| 12:30 PM | 0 | 122 | 0 | 0 | 76 | 102 | 95 | 0 | 73 | 27 | 18 | 0 | 0 | 0 | 102 | 0 | 615 |
| 12:45 PM | 0 | 119 | 2 | 0 | 60 | 102 | 97 | 0 | 80 | 27 | 17 | 0 | 0 | 0 | 88 | 0 | 592 |
| 1:00 PM | 0 | 127 | 5 | 0 | 81 | 110 | 110 | 0 | 70 | 21 | 12 | 0 | 0 | 0 | 109 | 0 | 645 |
| 1:15 PM | 0 | 119 | 4 | 0 | 85 | 132 | 128 | 0 | 59 | 28 | 20 | 0 | 0 | 0 | 81 | 0 | 656 |
| 1:30 PM | 0 | 101 | 1 | 0 | 68 | 97 | 116 | 0 | 81 | 31 | 17 | 0 | 0 | 0 | 83 | 0 | 595 |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 962 97.27% | 27 2.73% | 0 0.00% | 607 25.98% | 887 37.97% | 842 36.04% | 0 0.00% | 571 63.66% | 209 23.30% | 117 13.04% | 0 0.00% | 0 0.00% | 0 0.00% | 730 100.00% | 0 0.00% | 4952 |
| PEAK HR : | 12:45 PM - 01:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 487 | 11 | 0 | 302 | 446 | 430 | U | 282 | 103 | 67 | U | 0 | 0 | 380 | 0 | 2508 |
| PEAK HR FACTOR : | 0.UUU | 0.959 | 0.550 | 0.UUUU | 0.U888 | 0.845 | 0.840 | 0.UUUU | 0.881 | 0.U920 | 0.838 | 0.UUUU | 0.000 | 0.000 | 0.872 | 0.UUUU | 0.956 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | 0 NL | 2 NT | 0 NR | 0 NU | 2 SL | 2 ST | 1 SR | 0 SU | 2 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 2 WR | 0 WU | TOTAL |
| | 0 | 154 | 2 | 0 | 76 | 154 | 137 | 0 | 102 | 57 | 13 | 0 | 0 | 0 | 112 | 0 | 807 |
| 3:00 PM | 0 | 139 | 5 | 0 | 112 | 152 | 128 | 0 | 154 | 64 | 33 | 0 | 0 | 0 | 150 | 0 | 937 |
| 3:15 PM | 0 | 185 | 4 | 0 | 83 | 169 | 162 | 0 | 149 | 52 | 17 | 0 | 0 | 0 | 138 | 0 | 959 |
| 3:30 PM | 0 | 210 | 2 | 0 | 85 | 164 | 158 | 0 | 162 | 73 | 20 | 0 | 0 | 0 | 129 | 0 | 1003 |
| 3:45 PM | 0 | 166 | 0 | 0 | 124 | 197 | 120 | 0 | 138 | 50 | 18 | 0 | 0 | 0 | 158 | 0 | 971 |
| 4:00 PM | 0 | 163 | 5 | 0 | 107 | 155 | 127 | 0 | 176 | 71 | 13 | 0 | 0 | 0 | 131 | 0 | 948 |
| 4:15 PM | 0 | 188 | 4 | 0 | 111 | 191 | 144 | 0 | 181 | 67 | 19 | 0 | 0 | 0 | 125 | 0 | 1030 |
| 4:30 PM | 0 | 144 | 2 | 0 | 126 | 185 | 137 | 0 | 195 | 60 | 20 | 0 | 0 | 0 | 148 | 0 | 1017 |
| 4:45 PM | 0 | 205 | 8 | 0 | 114 | 201 | 129 | 0 | 178 | 59 | 19 | 0 | 0 | 0 | 173 | 0 | 1086 |
| 5:00 PM | 0 | 177 | 5 | 0 | 97 | 167 | 125 | 0 | 160 | 72 | 14 | 0 | 0 | 0 | 143 | 0 | 960 |
| 5:15 PM | 0 | 178 | 3 | 0 | 97 | 176 | 122 | 0 | 140 | 40 | 27 | 0 | 0 | 0 | 142 | 0 | 925 |
| 5:30 PM | 0 | 177 | 2 | 0 | 131 | 201 | 95 | 0 | 132 | 47 | 17 | 0 | 0 | 0 | 132 | 0 | 934 |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 2086 98.03% | 42 1.97% | 0 0.00% | 1263 25.47% | 2112 42.59% | 1584 31.94% | 0 0.00% | 1867 66.46% | 712 25.35% | 230 8.19% | 0 0.00% | 0 0.00% | 0 0.00% | 1681 100.00% | 0 0.00% | 11577 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 714 | 19 | 0 | 448 | /44 | 535 | U | /14 | 258 | /2 | U | U | U | 589 | U | 4093 |
| PEAK HR FACTOR : | 0.UUU | 0.871 | 0.594 | 0.UUUU | 0.889 | 0.925 | 0.929 | 0.UUUU | 0.915 | 0.896 | 0.900 | 0.UUUU | 0.000 | 0.000 | 0.851 | 0.UUUU | 0.942 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/I 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - HT

| NS/EW Streets: | | Colvin Blvd/Twin Cities Memorial Hwy | | | | Colvin Blvd/Twin Cities Memorial Hwy | | | | Eggert Rd/I 290 EB Off Ramp | | | | Eggert Rd/I 290 EB Off Ramp | | | | |
|---------------------------------------|-------|--------------------------------------|-------|-------|-------|--------------------------------------|-------|-------|-------|-----------------------------|-------|-------|-------|-----------------------------|-------|-------|-------|-------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | | 0 | 5 | 0 | 0 | 3 | 5 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 26 |
| | | 0 | 2 | 0 | 0 | 3 | 10 | 4 | 0 | 6 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 33 |
| | | 0 | 11 | 0 | 0 | 5 | 11 | 8 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 4 | 0 | 47 |
| | | 0 | 14 | 0 | 0 | 3 | 8 | 18 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 54 |
| | | 0 | 7 | 0 | 0 | 3 | 4 | 10 | 0 | 8 | 3 | 4 | 0 | 0 | 0 | 5 | 0 | 44 |
| | | 0 | 5 | 1 | 0 | 2 | 5 | 10 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 37 |
| | | 0 | 5 | 0 | 0 | 2 | 4 | 8 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 40 |
| | | 0 | 3 | 0 | 0 | 1 | 2 | 2 | 0 | 6 | 1 | 8 | 0 | 0 | 0 | 3 | 0 | 26 |
| | | 0 | 10 | 0 | 0 | 1 | 1 | 8 | 0 | 10 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 39 |
| | | 0 | 7 | 0 | 0 | 2 | 3 | 14 | 0 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 39 |
| | | 0 | 9 | 0 | 0 | 3 | 5 | 9 | 0 | 9 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 41 |
| | | 0 | 9 | 0 | 0 | 1 | 3 | 9 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 39 |
| TOTAL VOLUMES : APPROACH %'s : | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 0.00% | 0.00% | 87 | 1 | 0 | 0 | 29 | 61 | 108 | 0 | 88 | 15 | 43 | 0 | 0 | 0 | 33 | 0 | 465 |
| PEAK HR : | | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 34 | 0 | 0 | 14 | 33 | 40 | U | 21 | / | U | 0 | 0 | 0 | 12 | 0 | 178 |
| PEAK HR FACTOR : | | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 0.000 | 0.600 | 0.000 | 0.824 |
| | | 0.607 | | | | 0.750 | | | | 0.55b | 0.583 | 0.850 | | 0.750 | | | | |
| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| | | 0 | 11 | 0 | 0 | 0 | 9 | 7 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 36 |
| | | 0 | 6 | 0 | 0 | 2 | 2 | 5 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 25 |
| | | 0 | 6 | 0 | 0 | 1 | 7 | 5 | 0 | 10 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 34 |
| | | 0 | 2 | 0 | 0 | 3 | 5 | 15 | 0 | 5 | 1 | 8 | 0 | 0 | 0 | 2 | 0 | 41 |
| | | 0 | 10 | 0 | 0 | 2 | 6 | 6 | 0 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 34 |
| | | 0 | 9 | 0 | 0 | 2 | 7 | 11 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 38 |
| | | 0 | 7 | 0 | 0 | 4 | 3 | 13 | 0 | 4 | 1 | 8 | 0 | 0 | 0 | 2 | 0 | 42 |
| | | 0 | 13 | 0 | 0 | 7 | 3 | 6 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 41 |
| TOTAL VOLUMES : APPROACH %'s : | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 0.00% | 0.00% | 64 | 0 | 0 | 0 | 21 | 42 | 68 | 0 | 43 | 12 | 30 | 0 | 0 | 0 | 11 | 0 | 291 |
| PEAK HR : | | 12:45 PM - 01:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 28 | 0 | 0 | 11 | 21 | 45 | U | 17 | 6 | 23 | 0 | U | U | 4 | 0 | 155 |
| PEAK HR FACTOR : | | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 0.000 | 0.500 | 0.000 | 0.923 |
| | | 0.700 | | | | 0.837/ | | | | 0.850 | 0.500 | 0.719 | U.UUU | 0.821 | | | | |
| PM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| | | 0 | 13 | 0 | 0 | 4 | 5 | 9 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 40 |
| | | 0 | 4 | 0 | 0 | 3 | 2 | 7 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 34 |
| | | 0 | 7 | 0 | 0 | 2 | 3 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 31 |
| | | 0 | 8 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 1 | 2 | 0 | 0 | 0 | 5 | 0 | 28 |
| | | 0 | 3 | 0 | 0 | 1 | 2 | 4 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 20 |
| | | 0 | 3 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 14 |
| | | 0 | 2 | 0 | 0 | 2 | 4 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 |
| | | 0 | 2 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 15 |
| | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | | 0 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| TOTAL VOLUMES : APPROACH %'s : | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 0.00% | 0.00% | 45 | 0 | 0 | 0 | 13 | 26 | 54 | 0 | 51 | 7 | 4 | 0 | 0 | 0 | 28 | 0 | 228 |
| PEAK HR : | | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | / | 0 | 0 | 2 | 9 | 8 | U | 13 | 1 | 0 | U | U | U | / | 0 | 47 |
| PEAK HR FACTOR : | | 0.000 | 0.875 | 0.000 | 0.000 | 0.250 | 0.563 | 0.500 | U.594 | 0.813 | 0.250 | 0.000 | U.875 | 0.000 | 0.000 | 0.438 | 0.000 | 0.734 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/I 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | | Colvin Blvd/Twin Cities Memorial Hwy | | | | Colvin Blvd/Twin Cities Memorial Hwy | | | | Eggert Rd/I 290 EB Off Ramp | | | | Eggert Rd/I 290 EB Off Ramp | | | | |
|---------------------------------------|--|--------------------------------------|---------|---------|---------|--------------------------------------|---------------|--------------|-------------|-----------------------------|---------|---------|---------|-----------------------------|---------|---------|-------------|--------------------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : APPROACH %'s : | | NL 0 | NT 0 | NR 0 | NU 0 | SL 0 | ST 0 | SR 0 | SU 0 | EL 0 | ET 0 | ER 0 | EU 0 | WL 0 | WT 0 | WR 0 | WU 0 | TOTAL 0 |
| PEAK HR : | | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 0 |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0.000 | TOTAL 0 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |
| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 1:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | | NL 0 | NT 0 | NR 2 | NU 0 | SL 0.00% | ST 100.00% | SR 0.00% | SU 0.00% | EL 0 | ET 0 | ER 0 | EU 0 | WL 0.00% | WT 0 | WR 1 | WU 0.00% | TOTAL 4 |
| PEAK HR : | | 12:45 PM - 01:45 PM | | | | | | | | | | | | | | | | TOTAL 3 |
| PEAK HR VOL : | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 1 | 0 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.375 |
| PM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 3:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | | NL 0 | NT 0 | NR 1 | NU 0 | SL 33.33% | ST 33.33% | SR 33.33% | SU 0.00% | EL 0 | ET 0 | ER 0 | EU 0 | WL 100.00% | WT 0 | WR 0 | WU 0.00% | TOTAL 4 |
| PEAK HR : | | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 3 |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 1 | 0 | 0.250 | 0.000 | 0 | 0.000 | 0.000 | 0.000 | 1 | 0 | 0 | 0 | 0.375 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/I 290 EB Off Ram **Custom ID:** 1252
City: Buffalo **Date:** 9/17/2024

Data - Pedestrians (Crosswalks)

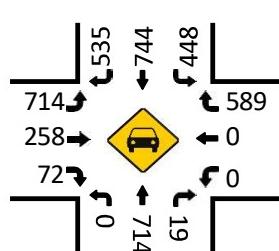
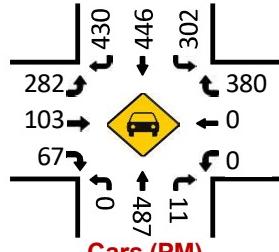
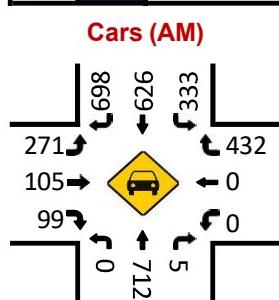
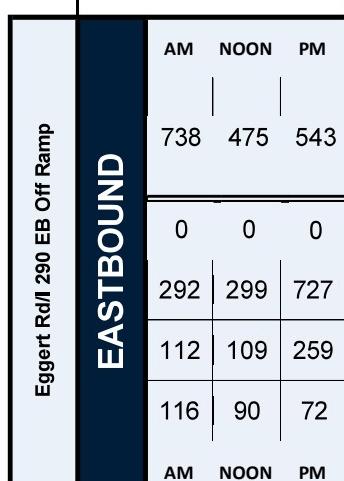
| NS/EW Streets: | Colvin Blvd/Twin Cities Memorial Hwy | | Colvin Blvd/Twin Cities Memorial Hwy | | Eggert Rd/I 290 EB Off Ramp | | Eggert Rd/I 290 EB Off Ramp | | |
|-------------------------|--------------------------------------|----|--------------------------------------|----|-----------------------------|----|-----------------------------|----|--------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 |
| PEAK HR : | 12:45 PM - 01:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| PEAK HR FACTOR : | | | | | | | 0.250 | | 0.250 |
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 5 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/I 290 EB Off Ramp

Peak Hour Turning Movement Count

ID: 1252
City: Buffalo

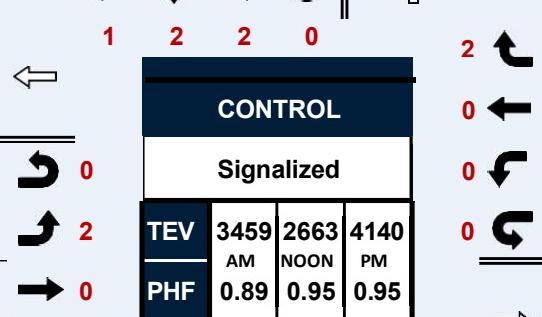
| | |
|-------------------|---------------------|
| PEAK HOURS | 07:15 AM - 08:15 AM |
| | 12:45 PM - 01:45 PM |
| | 04:30 PM - 05:30 PM |



Colvin Blvd/Twin Cities Memorial Hwy

SOUTHBOUND

| | | | | | | |
|------|-----|-----|-----|---|------|------|
| AM | 738 | 659 | 347 | 0 | 1482 | AM |
| NOON | 475 | 467 | 313 | 0 | 1198 | NOON |
| PM | 543 | 753 | 450 | 0 | 2044 | PM |

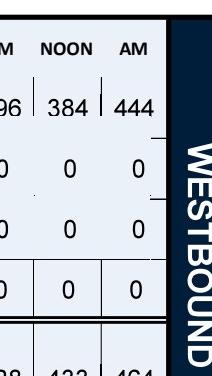


| | | | | | | |
|------|-----|---|---|-----|----|------|
| | 1 | 0 | 0 | 2 | 0 | |
| PM | 825 | 0 | 0 | 721 | 19 | PM |
| NOON | 557 | 0 | 0 | 515 | 11 | NOON |
| AM | 775 | 0 | 0 | 746 | 5 | AM |

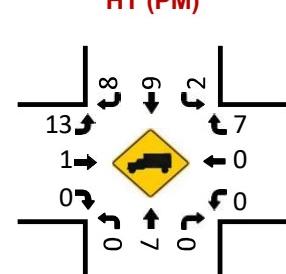
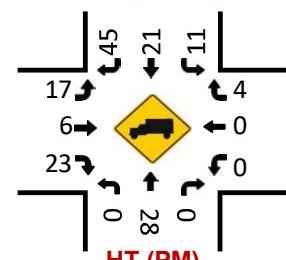
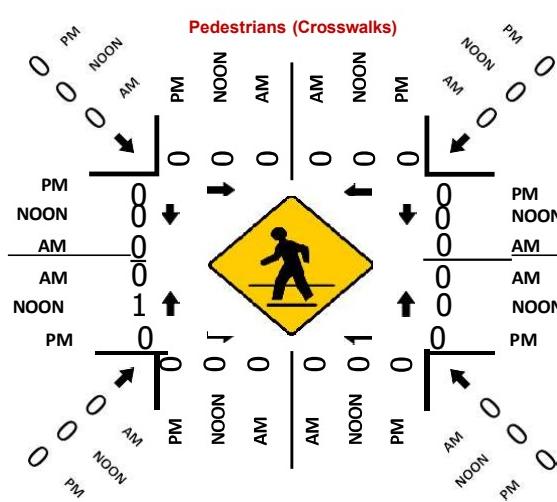
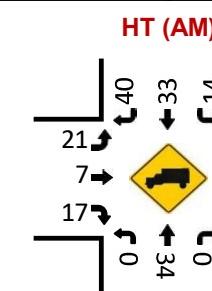


Day: Tuesday
Date: 9/17/2024

7:00 AM - 10:00 AM
12:00 PM - 02:00 PM
3:00 PM - 06:00 PM



28 433 464
M NOON AM



#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Full Length (7 AM-10 AM, 12 PM-2 PM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colvin-Twin Cty Hwy Southbound | | | | | | | Eggert Rd Northwestbound | | | | | |
|---|-----------------------------------|-------|-------|------|----|-------|------|-----------------------------|----|----|----|-------|------|
| Time | R | T | BL | U | RR | App | Ped* | BR | BL | HL | U | App | Ped* |
| 2021-09-30 7:00AM | 0 | 95 | 62 | 0 | 0 | 157 | 0 | 71 | 0 | 0 | 0 | 71 | 0 |
| 7:15AM | 0 | 154 | 74 | 0 | 0 | 228 | 0 | 118 | 0 | 0 | 0 | 118 | 0 |
| 7:30AM | 0 | 155 | 86 | 0 | 0 | 241 | 0 | 162 | 0 | 0 | 0 | 162 | 0 |
| 7:45AM | 0 | 188 | 80 | 0 | 0 | 268 | 0 | 96 | 0 | 0 | 0 | 96 | 0 |
| Hourly Total | 0 | 592 | 302 | 0 | 0 | 894 | 0 | 447 | 0 | 0 | 0 | 447 | 0 |
| 8:00AM | 0 | 136 | 58 | 0 | 0 | 194 | 0 | 76 | 0 | 0 | 0 | 76 | 0 |
| 8:15AM | 0 | 114 | 60 | 0 | 0 | 174 | 0 | 95 | 0 | 0 | 0 | 95 | 0 |
| 8:30AM | 0 | 103 | 76 | 0 | 0 | 179 | 0 | 109 | 0 | 0 | 0 | 109 | 0 |
| 8:45AM | 0 | 117 | 80 | 0 | 0 | 197 | 0 | 76 | 0 | 0 | 0 | 76 | 0 |
| Hourly Total | 0 | 470 | 274 | 0 | 0 | 744 | 0 | 356 | 0 | 0 | 0 | 356 | 0 |
| 9:00AM | 0 | 100 | 70 | 1 | 0 | 171 | 0 | 103 | 0 | 0 | 0 | 103 | 0 |
| 9:15AM | 0 | 78 | 75 | 1 | 0 | 154 | 0 | 87 | 0 | 0 | 0 | 87 | 0 |
| 9:30AM | 0 | 73 | 70 | 0 | 0 | 143 | 0 | 69 | 0 | 0 | 0 | 69 | 0 |
| 9:45AM | 0 | 93 | 76 | 0 | 0 | 169 | 0 | 65 | 0 | 0 | 0 | 65 | 0 |
| Hourly Total | 0 | 344 | 291 | 2 | 0 | 637 | 0 | 324 | 0 | 0 | 0 | 324 | 0 |
| 10:00AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00PM | 0 | 117 | 80 | 0 | 0 | 197 | 0 | 109 | 0 | 0 | 0 | 109 | 1 |
| 12:15PM | 0 | 105 | 75 | 0 | 0 | 180 | 0 | 100 | 0 | 0 | 0 | 100 | 0 |
| 12:30PM | 0 | 123 | 72 | 0 | 0 | 195 | 0 | 106 | 0 | 0 | 0 | 106 | 1 |
| 12:45PM | 0 | 101 | 56 | 0 | 0 | 157 | 0 | 93 | 0 | 0 | 0 | 93 | 0 |
| Hourly Total | 0 | 446 | 283 | 0 | 0 | 729 | 0 | 408 | 0 | 0 | 0 | 408 | 2 |
| 1:00PM | 0 | 115 | 52 | 0 | 0 | 167 | 0 | 99 | 0 | 0 | 0 | 99 | 0 |
| 1:15PM | 0 | 115 | 77 | 0 | 0 | 192 | 0 | 90 | 0 | 0 | 0 | 90 | 0 |
| 1:30PM | 0 | 126 | 78 | 0 | 0 | 204 | 0 | 87 | 0 | 0 | 0 | 87 | 0 |
| 1:45PM | 0 | 117 | 83 | 0 | 0 | 200 | 0 | 81 | 0 | 0 | 0 | 81 | 0 |
| Hourly Total | 0 | 473 | 290 | 0 | 0 | 763 | 0 | 357 | 0 | 0 | 0 | 357 | 0 |
| 2:00PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00PM | 0 | 165 | 101 | 0 | 0 | 266 | 0 | 139 | 0 | 0 | 0 | 139 | 0 |
| 3:15PM | 0 | 144 | 87 | 0 | 0 | 231 | 0 | 158 | 0 | 0 | 0 | 158 | 0 |
| 3:30PM | 0 | 138 | 99 | 0 | 0 | 237 | 0 | 121 | 0 | 0 | 0 | 121 | 0 |
| 3:45PM | 0 | 149 | 118 | 0 | 0 | 267 | 0 | 145 | 0 | 0 | 0 | 145 | 0 |
| Hourly Total | 0 | 596 | 405 | 0 | 0 | 1001 | 0 | 563 | 0 | 0 | 0 | 563 | 0 |
| 4:00PM | 0 | 141 | 111 | 0 | 0 | 252 | 0 | 138 | 0 | 0 | 0 | 138 | 0 |
| 4:15PM | 0 | 172 | 93 | 0 | 0 | 265 | 0 | 129 | 0 | 0 | 0 | 129 | 0 |
| 4:30PM | 0 | 187 | 136 | 0 | 0 | 323 | 0 | 155 | 0 | 0 | 0 | 155 | 0 |
| 4:45PM | 0 | 148 | 111 | 0 | 0 | 259 | 0 | 152 | 0 | 0 | 0 | 152 | 0 |
| Hourly Total | 0 | 648 | 451 | 0 | 0 | 1099 | 0 | 574 | 0 | 0 | 0 | 574 | 0 |
| 5:00PM | 0 | 150 | 109 | 0 | 0 | 259 | 0 | 155 | 0 | 0 | 0 | 155 | 0 |
| 5:15PM | 0 | 199 | 128 | 0 | 0 | 327 | 0 | 156 | 0 | 0 | 0 | 156 | 0 |
| 5:30PM | 0 | 183 | 103 | 1 | 0 | 287 | 0 | 171 | 0 | 0 | 0 | 171 | 0 |
| 5:45PM | 0 | 156 | 106 | 0 | 0 | 262 | 0 | 133 | 0 | 0 | 0 | 133 | 0 |
| Hourly Total | 0 | 688 | 446 | 1 | 0 | 1135 | 0 | 615 | 0 | 0 | 0 | 615 | 0 |
| 6:00PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 4257 | 2742 | 3 | 0 | 7002 | 0 | 3644 | 0 | 0 | 0 | 3644 | 2 |
| % Approach | 0% | 60.8% | 39.2% | 0% | 0% | - | - | 100% | 0% | 0% | 0% | - | - |
| % Total | 0% | 20.8% | 13.4% | 0% | 0% | 34.3% | - | 17.8% | 0% | 0% | 0% | 17.8% | - |
| Lights | 0 | 4151 | 2675 | 3 | 0 | 6829 | - | 3551 | 0 | 0 | 0 | 3551 | - |
| % Lights | 0% | 97.5% | 97.6% | 100% | 0% | 97.5% | - | 97.4% | 0% | 0% | 0% | 97.4% | - |
| Articulated Trucks and Single-Unit Trucks | 0 | 73 | 42 | 0 | 0 | 115 | - | 54 | 0 | 0 | 0 | 54 | - |

| Leg Direction | Colvin-Twin Cty Hwy Southbound | | | | | | | Eggert Rd Northwestbound | | | | | |
|---|-----------------------------------|------|------|----|----|------|------|-----------------------------|----|----|----|------|------|
| Time | R | T | BL | U | RR | App | Ped* | BR | BL | HL | U | App | Ped* |
| % Articulated Trucks and Single-Unit Trucks | 0% | 1.7% | 1.5% | 0% | 0% | 1.6% | - | 1.5% | 0% | 0% | 0% | 1.5% | - |
| Buses | 0 | 33 | 25 | 0 | 0 | 58 | - | 39 | 0 | 0 | 0 | 39 | - |
| % Buses | 0% | 0.8% | 0.9% | 0% | 0% | 0.8% | - | 1.1% | 0% | 0% | 0% | 1.1% | - |
| Pedestrians | - | - | - | - | - | - | 0 | - | - | - | - | - | 2 |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | 100% |
| Bicycles on Crosswalk | - | - | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | 0% |

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Full Length (7 AM-10 AM, 12 PM-2 PM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colin Blvd Northbound | | | | | | | I-290 Off Ramp Eastbound | | | | | | | |
|---|--------------------------|-------|----|----|------|-------|------|-----------------------------|-------|-------|----|-------|-------|------|-------|
| Time | HR | T | L | U | HRR | App | Ped* | R | BR | L | U | RR | App | Ped* | Int |
| 2021-09-30 7:00AM | 0 | 113 | 0 | 0 | 0 | 113 | 0 | 7 | 27 | 66 | 0 | 2 | 102 | 0 | 443 |
| 7:15AM | 0 | 171 | 0 | 0 | 1 | 172 | 0 | 16 | 34 | 56 | 0 | 6 | 112 | 0 | 630 |
| 7:30AM | 1 | 173 | 0 | 0 | 0 | 174 | 0 | 14 | 39 | 75 | 0 | 5 | 133 | 0 | 710 |
| 7:45AM | 2 | 168 | 0 | 0 | 0 | 170 | 0 | 15 | 33 | 82 | 0 | 6 | 136 | 0 | 670 |
| Hourly Total | 3 | 625 | 0 | 0 | 1 | 629 | 0 | 52 | 133 | 279 | 0 | 19 | 483 | 0 | 2453 |
| 8:00AM | 2 | 197 | 0 | 0 | 0 | 199 | 0 | 10 | 23 | 70 | 0 | 3 | 106 | 0 | 575 |
| 8:15AM | 1 | 142 | 0 | 0 | 0 | 143 | 0 | 15 | 24 | 45 | 0 | 2 | 86 | 0 | 498 |
| 8:30AM | 0 | 143 | 0 | 0 | 0 | 143 | 0 | 10 | 32 | 50 | 0 | 3 | 95 | 0 | 526 |
| 8:45AM | 5 | 155 | 0 | 0 | 0 | 160 | 0 | 13 | 47 | 62 | 0 | 3 | 125 | 0 | 558 |
| Hourly Total | 8 | 637 | 0 | 0 | 0 | 645 | 0 | 48 | 126 | 227 | 0 | 11 | 412 | 0 | 2157 |
| 9:00AM | 8 | 134 | 0 | 0 | 0 | 142 | 0 | 7 | 21 | 70 | 0 | 5 | 103 | 0 | 519 |
| 9:15AM | 4 | 128 | 0 | 0 | 0 | 132 | 0 | 10 | 21 | 66 | 0 | 3 | 100 | 0 | 473 |
| 9:30AM | 1 | 127 | 0 | 0 | 0 | 128 | 0 | 13 | 26 | 61 | 0 | 5 | 105 | 0 | 445 |
| 9:45AM | 1 | 117 | 0 | 0 | 0 | 118 | 0 | 11 | 27 | 55 | 0 | 1 | 94 | 0 | 446 |
| Hourly Total | 14 | 506 | 0 | 0 | 0 | 520 | 0 | 41 | 95 | 252 | 0 | 14 | 402 | 0 | 1883 |
| 10:00AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00PM | 3 | 143 | 0 | 0 | 2 | 148 | 0 | 8 | 21 | 91 | 0 | 10 | 130 | 0 | 584 |
| 12:15PM | 2 | 115 | 0 | 0 | 0 | 117 | 0 | 11 | 35 | 81 | 0 | 4 | 131 | 0 | 528 |
| 12:30PM | 3 | 117 | 0 | 0 | 0 | 120 | 1 | 9 | 29 | 68 | 0 | 8 | 114 | 0 | 535 |
| 12:45PM | 3 | 134 | 0 | 0 | 0 | 137 | 0 | 12 | 32 | 49 | 0 | 5 | 98 | 0 | 485 |
| Hourly Total | 11 | 509 | 0 | 0 | 2 | 522 | 1 | 40 | 117 | 289 | 0 | 27 | 473 | 0 | 2132 |
| 1:00PM | 1 | 112 | 0 | 0 | 0 | 113 | 0 | 6 | 16 | 72 | 0 | 7 | 101 | 0 | 480 |
| 1:15PM | 5 | 108 | 0 | 0 | 0 | 113 | 0 | 10 | 28 | 77 | 0 | 4 | 119 | 0 | 514 |
| 1:30PM | 3 | 124 | 0 | 0 | 0 | 127 | 0 | 15 | 25 | 71 | 0 | 6 | 117 | 0 | 535 |
| 1:45PM | 0 | 127 | 0 | 0 | 1 | 128 | 0 | 19 | 44 | 72 | 0 | 2 | 137 | 0 | 546 |
| Hourly Total | 9 | 471 | 0 | 0 | 1 | 481 | 0 | 50 | 113 | 292 | 0 | 19 | 474 | 0 | 2075 |
| 2:00PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00PM | 3 | 175 | 0 | 0 | 1 | 179 | 0 | 17 | 43 | 80 | 0 | 4 | 144 | 0 | 728 |
| 3:15PM | 2 | 141 | 0 | 0 | 0 | 143 | 0 | 10 | 53 | 140 | 0 | 1 | 204 | 0 | 736 |
| 3:30PM | 2 | 203 | 0 | 0 | 0 | 205 | 0 | 17 | 49 | 144 | 0 | 5 | 215 | 0 | 778 |
| 3:45PM | 3 | 154 | 0 | 0 | 0 | 157 | 0 | 15 | 54 | 160 | 0 | 2 | 231 | 0 | 800 |
| Hourly Total | 10 | 673 | 0 | 0 | 1 | 684 | 0 | 59 | 199 | 524 | 0 | 12 | 794 | 0 | 3042 |
| 4:00PM | 4 | 184 | 0 | 0 | 0 | 188 | 1 | 16 | 67 | 126 | 0 | 2 | 211 | 0 | 789 |
| 4:15PM | 7 | 201 | 0 | 0 | 0 | 208 | 1 | 23 | 61 | 145 | 0 | 1 | 230 | 1 | 832 |
| 4:30PM | 6 | 179 | 0 | 0 | 0 | 185 | 0 | 23 | 70 | 166 | 0 | 6 | 265 | 0 | 928 |
| 4:45PM | 3 | 168 | 0 | 0 | 0 | 171 | 0 | 25 | 69 | 183 | 0 | 1 | 278 | 0 | 860 |
| Hourly Total | 20 | 732 | 0 | 0 | 0 | 752 | 2 | 87 | 267 | 620 | 0 | 10 | 984 | 1 | 3409 |
| 5:00PM | 6 | 174 | 0 | 0 | 1 | 181 | 0 | 25 | 70 | 148 | 0 | 1 | 244 | 0 | 839 |
| 5:15PM | 7 | 200 | 0 | 0 | 0 | 207 | 0 | 17 | 71 | 128 | 0 | 3 | 219 | 0 | 909 |
| 5:30PM | 2 | 152 | 0 | 0 | 1 | 155 | 0 | 22 | 56 | 118 | 0 | 3 | 199 | 0 | 812 |
| 5:45PM | 2 | 138 | 0 | 0 | 0 | 140 | 0 | 11 | 41 | 116 | 0 | 8 | 176 | 0 | 711 |
| Hourly Total | 17 | 664 | 0 | 0 | 2 | 683 | 0 | 75 | 238 | 510 | 0 | 15 | 838 | 0 | 3271 |
| 6:00PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Total | 92 | 4817 | 0 | 0 | 7 | 4916 | 3 | 452 | 1288 | 2994 | 0 | 127 | 4861 | 1 | 20423 |
| % Approach | 1.9% | 98.0% | 0% | 0% | 0.1% | - | - | 9.3% | 26.5% | 61.6% | 0% | 2.6% | - | - | - |
| % Total | 0.5% | 23.6% | 0% | 0% | 0% | 24.1% | - | 2.2% | 6.3% | 14.7% | 0% | 0.6% | 23.8% | - | - |
| Lights | 91 | 4711 | 0 | 0 | 7 | 4809 | - | 443 | 1248 | 2842 | 0 | 126 | 4659 | - | 19848 |
| % Lights | 98.9% | 97.8% | 0% | 0% | 100% | 97.8% | - | 98.0% | 96.9% | 94.9% | 0% | 99.2% | 95.8% | - | 97.2% |
| Articulated Trucks and Single-Unit Trucks | 0 | 69 | 0 | 0 | 0 | 69 | - | 6 | 22 | 119 | 0 | 1 | 148 | - | 386 |

| Leg Direction | Colin Blvd | | | | | | | I-290 Off Ramp | | | | | | | |
|---|------------|------|----|----|-----|------|-------|----------------|------|------|----|------|------|------|------|
| | Northbound | | | | | | | Eastbound | | | | | | | |
| Time | HR | T | L | U | HRR | App | Ped* | R | BR | L | U | RR | App | Ped* | Int |
| % Articulated Trucks and Single-Unit Trucks | 0% | 1.4% | 0% | 0% | 0% | 1.4% | - | 1.3% | 1.7% | 4.0% | 0% | 0.8% | 3.0% | - | 1.9% |
| Buses | 1 | 37 | 0 | 0 | 0 | 38 | - | 3 | 18 | 33 | 0 | 0 | 54 | - | 189 |
| % Buses | 1.1% | 0.8% | 0% | 0% | 0% | 0.8% | - | 0.7% | 1.4% | 1.1% | 0% | 0% | 1.1% | - | 0.9% |
| Pedestrians | - | - | - | - | - | - | 2 | - | - | - | - | - | - | - | 1 |
| % Pedestrians | - | - | - | - | - | - | 66.7% | - | - | - | - | - | - | - | 100% |
| Bicycles on Crosswalk | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | - | - | - | - | - | 33.3% | - | - | - | - | - | - | - | 0% |

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Full Length (7 AM-10 AM, 12 PM-2 PM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data,

Inc.

184 Baker Road,

Coatesville, PA, 19320, US

[N] Colvin-Twin Cty Hwy

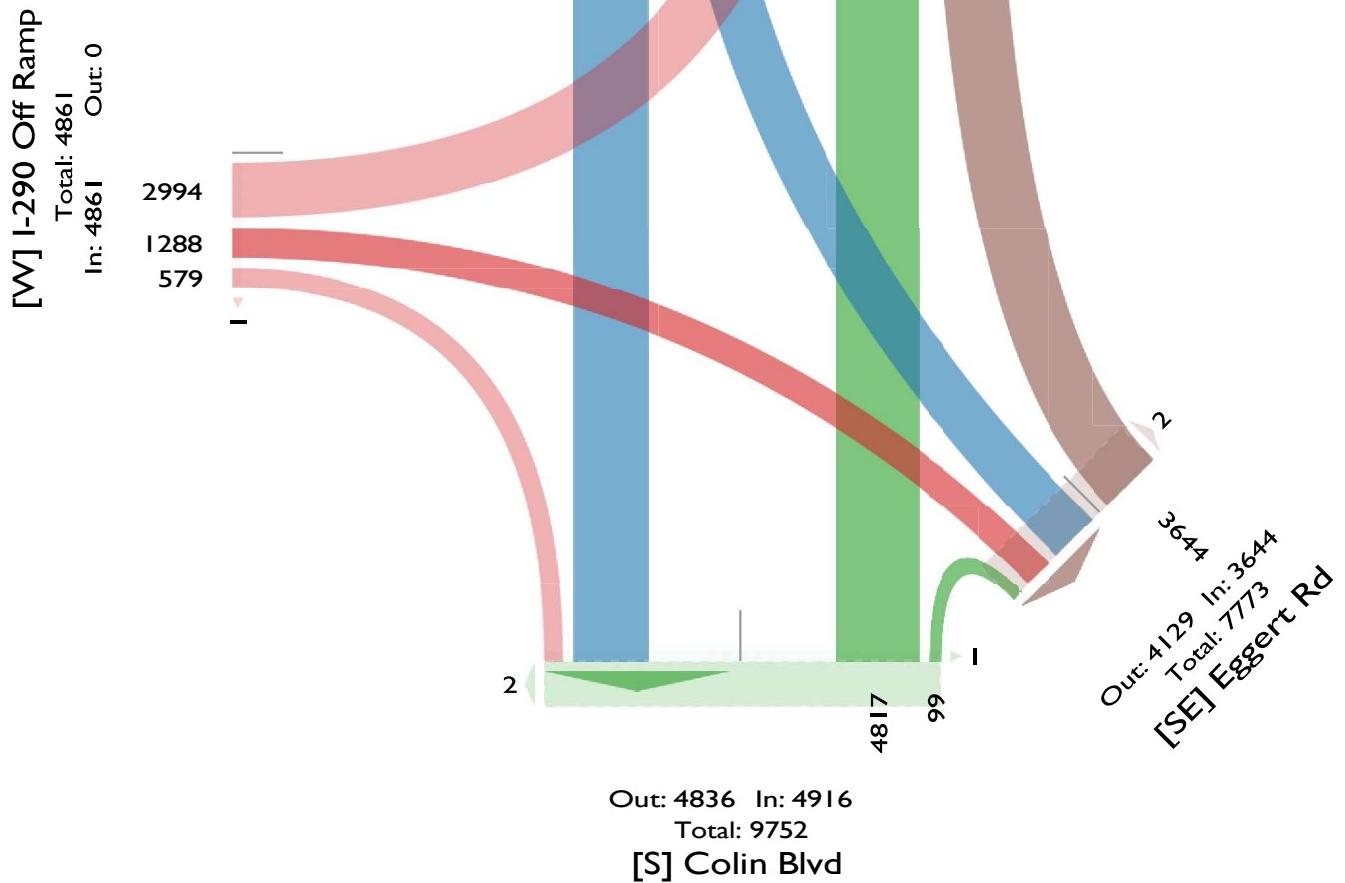
Total: 18460

In: 7002

Out: 11458

4257
2742

3



#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colvin-Twin Cty Hwy Southbound | | | | | | | Eggert Rd Northwestbound | | | | | |
|---|-----------------------------------|-------|-------|----|----|-------|------|-----------------------------|----|----|----|-------|------|
| Time | R | T | BL | U | RR | App | Ped* | BR | BL | HL | U | App | Ped* |
| 2021-09-30 7:15AM | 0 | 154 | 74 | 0 | 0 | 228 | 0 | 118 | 0 | 0 | 0 | 118 | 0 |
| 7:30AM | 0 | 155 | 86 | 0 | 0 | 241 | 0 | 162 | 0 | 0 | 0 | 162 | 0 |
| 7:45AM | 0 | 188 | 80 | 0 | 0 | 268 | 0 | 96 | 0 | 0 | 0 | 96 | 0 |
| 8:00AM | 0 | 136 | 58 | 0 | 0 | 194 | 0 | 76 | 0 | 0 | 0 | 76 | 0 |
| Total | 0 | 633 | 298 | 0 | 0 | 931 | 0 | 452 | 0 | 0 | 0 | 452 | 0 |
| % Approach | 0% | 68.0% | 32.0% | 0% | 0% | - | - | 100% | 0% | 0% | 0% | - | - |
| % Total | 0% | 24.5% | 11.5% | 0% | 0% | 36.0% | - | 17.5% | 0% | 0% | 0% | 17.5% | - |
| PHF | - | 0.842 | 0.866 | - | - | 0.868 | - | 0.698 | - | - | - | 0.698 | - |
| Lights | 0 | 614 | 280 | 0 | 0 | 894 | - | 434 | 0 | 0 | 0 | 434 | - |
| % Lights | 0% | 97.0% | 94.0% | 0% | 0% | 96.0% | - | 96.0% | 0% | 0% | 0% | 96.0% | - |
| Articulated Trucks and Single-Unit Trucks | 0 | 14 | 12 | 0 | 0 | 26 | - | 8 | 0 | 0 | 0 | 8 | - |
| % Articulated Trucks and Single-Unit Trucks | 0% | 2.2% | 4.0% | 0% | 0% | 2.8% | - | 1.8% | 0% | 0% | 0% | 1.8% | - |
| Buses | 0 | 5 | 6 | 0 | 0 | 11 | - | 10 | 0 | 0 | 0 | 10 | - |
| % Buses | 0% | 0.8% | 2.0% | 0% | 0% | 1.2% | - | 2.2% | 0% | 0% | 0% | 2.2% | - |
| Pedestrians | - | - | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colin Blvd Northbound | | | | | | | I-290 Off Ramp Eastbound | | | | | | | |
|---|--------------------------|-------|----|----|-------|-------|------|-----------------------------|-------|-------|----|-------|-------|------|-------|
| Time | HR | T | L | U | HRR | App | Ped* | R | BR | L | U | RR | App | Ped* | Int |
| 2021-09-30 7:15AM | 0 | 171 | 0 | 0 | 1 | 172 | 0 | 16 | 34 | 56 | 0 | 6 | 112 | 0 | 630 |
| 7:30AM | 1 | 173 | 0 | 0 | 0 | 174 | 0 | 14 | 39 | 75 | 0 | 5 | 133 | 0 | 710 |
| 7:45AM | 2 | 168 | 0 | 0 | 0 | 170 | 0 | 15 | 33 | 82 | 0 | 6 | 136 | 0 | 670 |
| 8:00AM | 2 | 197 | 0 | 0 | 0 | 199 | 0 | 10 | 23 | 70 | 0 | 3 | 106 | 0 | 575 |
| Total | 5 | 709 | 0 | 0 | 1 | 715 | 0 | 55 | 129 | 283 | 0 | 20 | 487 | 0 | 2585 |
| % Approach | 0.7% | 99.2% | 0% | 0% | 0.1% | - | - | 11.3% | 26.5% | 58.1% | 0% | 4.1% | - | - | - |
| % Total | 0.2% | 27.4% | 0% | 0% | 0% | 27.7% | - | 2.1% | 5.0% | 10.9% | 0% | 0.8% | 18.8% | - | - |
| PHF | 0.625 | 0.900 | - | - | 0.250 | 0.898 | - | 0.859 | 0.827 | 0.863 | - | 0.833 | 0.895 | - | 0.910 |
| Lights | 5 | 693 | 0 | 0 | 1 | 699 | - | 53 | 121 | 265 | 0 | 20 | 459 | - | 2486 |
| % Lights | 100% | 97.7% | 0% | 0% | 100% | 97.8% | - | 96.4% | 93.8% | 93.6% | 0% | 100% | 94.3% | - | 96.2% |
| Articulated Trucks and Single-Unit Trucks | 0 | 5 | 0 | 0 | 0 | 5 | - | 1 | 4 | 14 | 0 | 0 | 19 | - | 58 |
| % Articulated Trucks and Single-Unit Trucks | 0% | 0.7% | 0% | 0% | 0% | 0.7% | - | 1.8% | 3.1% | 4.9% | 0% | 0% | 3.9% | - | 2.2% |
| Buses | 0 | 11 | 0 | 0 | 0 | 11 | - | 1 | 4 | 4 | 0 | 0 | 9 | - | 41 |
| % Buses | 0% | 1.6% | 0% | 0% | 0% | 1.5% | - | 1.8% | 3.1% | 1.4% | 0% | 0% | 1.8% | - | 1.6% |
| Pedestrians | - | - | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data,

Inc.

184 Baker Road,

Coatesville, PA, 19320, US

[N] Colvin-Twin Cty Hwy

Total: 2375

In: 931

Out: 1444

633

298

[W] I-290 Off Ramp
Total: 487
In: 487
Out: 0

283
129
75

Out: 708 In: 715
Total: 1423
[S] Colin Blvd

Out: 433 In: 452
Total: 885
[SE] Eggert Rd

709 6

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colvin-Twin Cty Hwy Southbound | | | | | | | Eggert Rd Northwestbound | | | | | | |
|---|-----------------------------------|-------|-------|----|----|-------|------|-----------------------------|----|----|----|-------|------|--|
| Time | R | T | BL | U | RR | App | Ped* | BR | BL | HL | U | App | Ped* | |
| 2021-09-30 12:00PM | 0 | 117 | 80 | 0 | 0 | 197 | 0 | 109 | 0 | 0 | 0 | 109 | 1 | |
| 12:15PM | 0 | 105 | 75 | 0 | 0 | 180 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | |
| 12:30PM | 0 | 123 | 72 | 0 | 0 | 195 | 0 | 106 | 0 | 0 | 0 | 106 | 1 | |
| 12:45PM | 0 | 101 | 56 | 0 | 0 | 157 | 0 | 93 | 0 | 0 | 0 | 93 | 0 | |
| Total | 0 | 446 | 283 | 0 | 0 | 729 | 0 | 408 | 0 | 0 | 0 | 408 | 2 | |
| % Approach | 0% | 61.2% | 38.8% | 0% | 0% | - | - | 100% | 0% | 0% | 0% | - | - | |
| % Total | 0% | 20.9% | 13.3% | 0% | 0% | 34.2% | - | 19.1% | 0% | 0% | 0% | 19.1% | - | |
| PHF | - | 0.907 | 0.884 | - | - | 0.925 | - | 0.936 | - | - | - | 0.936 | - | |
| Lights | 0 | 438 | 277 | 0 | 0 | 715 | - | 397 | 0 | 0 | 0 | 397 | - | |
| % Lights | 0% | 98.2% | 97.9% | 0% | 0% | 98.1% | - | 97.3% | 0% | 0% | 0% | 97.3% | - | |
| Articulated Trucks and Single-Unit Trucks | 0 | 7 | 3 | 0 | 0 | 10 | - | 10 | 0 | 0 | 0 | 10 | - | |
| % Articulated Trucks and Single-Unit Trucks | 0% | 1.6% | 1.1% | 0% | 0% | 1.4% | - | 2.5% | 0% | 0% | 0% | 2.5% | - | |
| Buses | 0 | 1 | 3 | 0 | 0 | 4 | - | 1 | 0 | 0 | 0 | 1 | - | |
| % Buses | 0% | 0.2% | 1.1% | 0% | 0% | 0.5% | - | 0.2% | 0% | 0% | 0% | 0.2% | - | |
| Pedestrians | - | - | - | - | - | - | 0 | - | - | - | - | - | 2 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | 100% | |
| Bicycles on Crosswalk | - | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | 0% | |

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colin Blvd Northbound | | | | | | | I-290 Off Ramp Eastbound | | | | | | | |
|---|--------------------------|-------|----|----|-------|-------|------|-----------------------------|-------|-------|----|-------|-------|------|-------|
| Time | HR | T | L | U | HRR | App | Ped* | R | BR | L | U | RR | App | Ped* | Int |
| 2021-09-30 12:00PM | 3 | 143 | 0 | 0 | 2 | 148 | 0 | 8 | 21 | 91 | 0 | 10 | 130 | 0 | 584 |
| 12:15PM | 2 | 115 | 0 | 0 | 0 | 117 | 0 | 11 | 35 | 81 | 0 | 4 | 131 | 0 | 528 |
| 12:30PM | 3 | 117 | 0 | 0 | 0 | 120 | 1 | 9 | 29 | 68 | 0 | 8 | 114 | 0 | 535 |
| 12:45PM | 3 | 134 | 0 | 0 | 0 | 137 | 0 | 12 | 32 | 49 | 0 | 5 | 98 | 0 | 485 |
| Total | 11 | 509 | 0 | 0 | 2 | 522 | 1 | 40 | 117 | 289 | 0 | 27 | 473 | 0 | 2132 |
| % Approach | 2.1% | 97.5% | 0% | 0% | 0.4% | - | - | 8.5% | 24.7% | 61.1% | 0% | 5.7% | - | - | - |
| % Total | 0.5% | 23.9% | 0% | 0% | 0.1% | 24.5% | - | 1.9% | 5.5% | 13.6% | 0% | 1.3% | 22.2% | - | - |
| PHF | 0.917 | 0.890 | - | - | 0.250 | 0.882 | - | 0.833 | 0.836 | 0.794 | - | 0.675 | 0.903 | - | 0.913 |
| Lights | 11 | 501 | 0 | 0 | 2 | 514 | - | 40 | 113 | 267 | 0 | 27 | 447 | - | 2073 |
| % Lights | 100% | 98.4% | 0% | 0% | 100% | 98.5% | - | 100% | 96.6% | 92.4% | 0% | 100% | 94.5% | - | 97.2% |
| Articulated Trucks and Single-Unit Trucks | 0 | 7 | 0 | 0 | 0 | 7 | - | 0 | 4 | 20 | 0 | 0 | 24 | - | 51 |
| % Articulated Trucks and Single-Unit Trucks | 0% | 1.4% | 0% | 0% | 0% | 1.3% | - | 0% | 3.4% | 6.9% | 0% | 0% | 5.1% | - | 2.4% |
| Buses | 0 | 1 | 0 | 0 | 0 | 1 | - | 0 | 0 | 2 | 0 | 0 | 2 | - | 8 |
| % Buses | 0% | 0.2% | 0% | 0% | 0% | 0.2% | - | 0% | 0% | 0.7% | 0% | 0% | 0.4% | - | 0.4% |
| Pedestrians | - | - | - | - | - | - | 1 | - | - | - | - | - | - | 0 | - |
| % Pedestrians | - | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | 0% | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data,

Inc.

184 Baker Road,

Coatesville, PA, 19320, US

[N] Colvin-Twin Cty Hwy

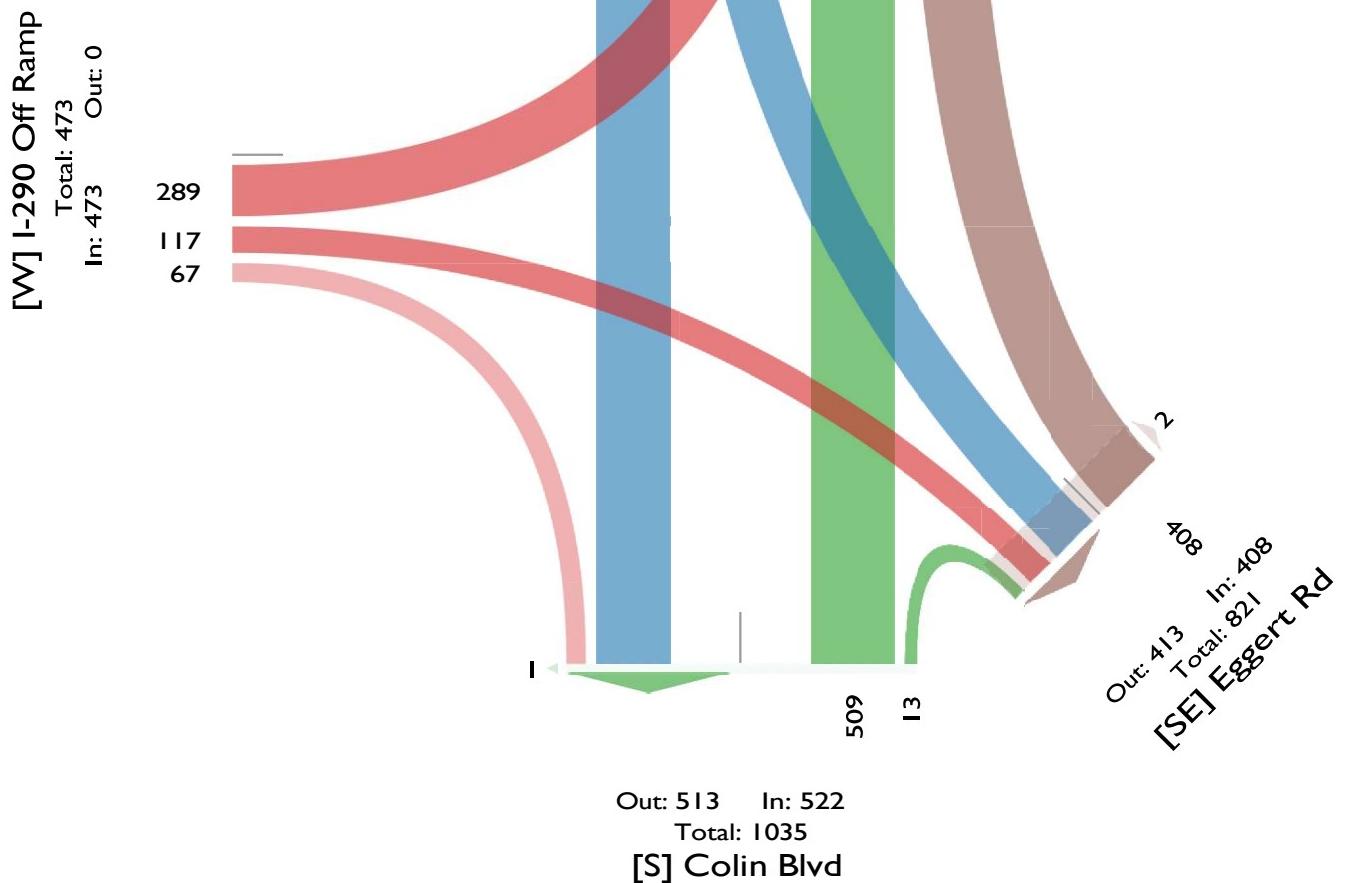
Total: 1935

In: 729

Out: 1206

446

283



#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colvin-Twin Cty Hwy Southbound | | | | | | | Eggert Rd Northwestbound | | | | | |
|---|-----------------------------------|-------|-------|----|----|-------|------|-----------------------------|----|----|----|-------|------|
| Time | R | T | BL | U | RR | App | Ped* | BR | BL | HL | U | App | Ped* |
| 2021-09-30 4:30PM | 0 | 187 | 136 | 0 | 0 | 323 | 0 | 155 | 0 | 0 | 0 | 155 | 0 |
| 4:45PM | 0 | 148 | 111 | 0 | 0 | 259 | 0 | 152 | 0 | 0 | 0 | 152 | 0 |
| 5:00PM | 0 | 150 | 109 | 0 | 0 | 259 | 0 | 155 | 0 | 0 | 0 | 155 | 0 |
| 5:15PM | 0 | 199 | 128 | 0 | 0 | 327 | 0 | 156 | 0 | 0 | 0 | 156 | 0 |
| Total | 0 | 684 | 484 | 0 | 0 | 1168 | 0 | 618 | 0 | 0 | 0 | 618 | 0 |
| % Approach | 0% | 58.6% | 41.4% | 0% | 0% | - | - | 100% | 0% | 0% | 0% | - | - |
| % Total | 0% | 19.3% | 13.7% | 0% | 0% | 33.0% | - | 17.5% | 0% | 0% | 0% | 17.5% | - |
| PHF | - | 0.859 | 0.890 | - | - | 0.893 | - | 0.990 | - | - | - | 0.990 | - |
| Lights | 0 | 678 | 482 | 0 | 0 | 1160 | - | 613 | 0 | 0 | 0 | 613 | - |
| % Lights | 0% | 99.1% | 99.6% | 0% | 0% | 99.3% | - | 99.2% | 0% | 0% | 0% | 99.2% | - |
| Articulated Trucks and Single-Unit Trucks | 0 | 2 | 2 | 0 | 0 | 4 | - | 3 | 0 | 0 | 0 | 3 | - |
| % Articulated Trucks and Single-Unit Trucks | 0% | 0.3% | 0.4% | 0% | 0% | 0.3% | - | 0.5% | 0% | 0% | 0% | 0.5% | - |
| Buses | 0 | 4 | 0 | 0 | 0 | 4 | - | 2 | 0 | 0 | 0 | 2 | - |
| % Buses | 0% | 0.6% | 0% | 0% | 0% | 0.3% | - | 0.3% | 0% | 0% | 0% | 0.3% | - |
| Pedestrians | - | - | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201

Provided by: Tri-State Traffic Data,
Inc.184 Baker Road,
Coatesville, PA, 19320, US

| Leg Direction | Colin Blvd Northbound | | | | | | | I-290 Off Ramp Eastbound | | | | | | | | |
|---|--------------------------|-------|----|----|-------|-------|------|-----------------------------|-------|-------|----|-------|-------|------|-------|---|
| Time | HR | T | L | U | HRR | App | Ped* | R | BR | L | U | RR | App | Ped* | Int | |
| 2021-09-30 4:30PM | 6 | 179 | 0 | 0 | 0 | 185 | 0 | 23 | 70 | 166 | 0 | 6 | 265 | 0 | 928 | |
| 4:45PM | 3 | 168 | 0 | 0 | 0 | 171 | 0 | 25 | 69 | 183 | 0 | 1 | 278 | 0 | 860 | |
| 5:00PM | 6 | 174 | 0 | 0 | 1 | 181 | 0 | 25 | 70 | 148 | 0 | 1 | 244 | 0 | 839 | |
| 5:15PM | 7 | 200 | 0 | 0 | 0 | 207 | 0 | 17 | 71 | 128 | 0 | 3 | 219 | 0 | 909 | |
| Total | 22 | 721 | 0 | 0 | 1 | 744 | 0 | 90 | 280 | 625 | 0 | 11 | 1006 | 0 | 3536 | |
| % Approach | 3.0% | 96.9% | 0% | 0% | 0.1% | - | - | 8.9% | 27.8% | 62.1% | 0% | 1.1% | - | - | - | |
| % Total | 0.6% | 20.4% | 0% | 0% | 0% | 21.0% | - | 2.5% | 7.9% | 17.7% | 0% | 0.3% | 28.5% | - | - | |
| PHF | 0.786 | 0.901 | - | - | 0.250 | 0.899 | - | 0.900 | 0.986 | 0.854 | - | 0.458 | 0.905 | - | 0.953 | |
| Lights | 22 | 712 | 0 | 0 | 1 | 735 | - | 90 | 278 | 615 | 0 | 11 | 994 | - | 3502 | |
| % Lights | 100% | 98.8% | 0% | 0% | 100% | 98.8% | - | 100% | 99.3% | 98.4% | 0% | 100% | 98.8% | - | 99.0% | |
| Articulated Trucks and Single-Unit Trucks | 0 | 5 | 0 | 0 | 0 | 5 | - | 0 | 0 | 8 | 0 | 0 | 8 | - | 20 | |
| % Articulated Trucks and Single-Unit Trucks | 0% | 0.7% | 0% | 0% | 0% | 0.7% | - | 0% | 0% | 1.3% | 0% | 0% | 0.8% | - | 0.6% | |
| Buses | 0 | 4 | 0 | 0 | 0 | 4 | - | 0 | 2 | 2 | 0 | 0 | 4 | - | 14 | |
| % Buses | 0% | 0.6% | 0% | 0% | 0% | 0.5% | - | 0% | 0.7% | 0.3% | 0% | 0% | 0.4% | - | 0.4% | |
| Pedestrians | ----- | | | | | | | 0 | ----- | | | | | | | 0 |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Bicycles on Crosswalk | ----- | | | | | | | 0 | ----- | | | | | | | 0 |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data,

Inc.

184 Baker Road,

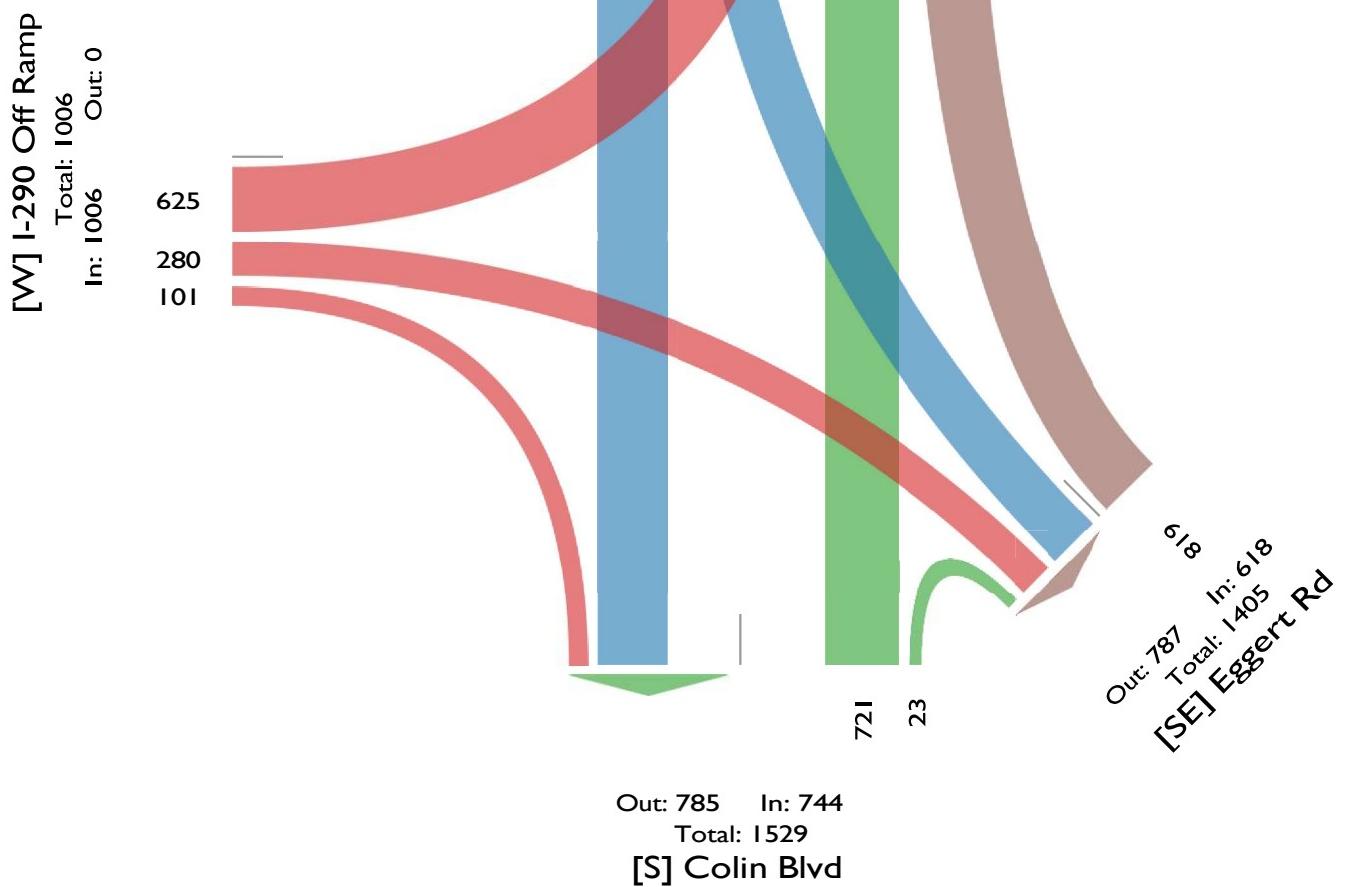
Coatesville, PA, 19320, US

[N] Colvin-Twin Cty Hwy

Total: 3132

In: 1168 Out: 1964

684 484



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Colvin Woods Pkwy | | | | Colvin Woods Pkwy | | | | |
|---------------------------------------|----------------------------|----------------------|------------------|------------------|------------------|----------------------|---------------------|------------------|---------------------|------------------|--------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 6 | 127 | 0 | 0 | 0 | 106 | 12 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 259 |
| 7:15 AM | 3 | 148 | 0 | 0 | 0 | 152 | 24 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 7:30 AM | 5 | 198 | 0 | 0 | 1 | 195 | 23 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 433 |
| 7:45 AM | 15 | 176 | 0 | 0 | 0 | 178 | 51 | 0 | 13 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 435 |
| 8:00 AM | 11 | 156 | 0 | 0 | 0 | 135 | 42 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 349 |
| 8:15 AM | 7 | 173 | 0 | 0 | 0 | 109 | 18 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 320 |
| 8:30 AM | 5 | 165 | 1 | 0 | 0 | 105 | 10 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 294 |
| 8:45 AM | 2 | 159 | 0 | 0 | 0 | 102 | 13 | 0 | 8 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 289 |
| 9:00 AM | 10 | 152 | 1 | 0 | 0 | 112 | 15 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 300 |
| 9:15 AM | 3 | 84 | 0 | 0 | 0 | 84 | 6 | 0 | 18 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 199 |
| 9:30 AM | 1 | 107 | 0 | 0 | 0 | 103 | 12 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 234 |
| 9:45 AM | 5 | 107 | 0 | 0 | 0 | 93 | 7 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 220 |
| TOTAL VOLUMES : APPROACH %'s : | NL 73 4.00% | NT 1752 95.89% | NR 2 0.11% | NU 0 0.00% | SL 1 0.06% | ST 1474 86.30% | SR 233 13.64% | SU 0 0.00% | EL 103 81.75% | ET 1 0.79% | ER 22 17.46% | EU 0 0.00% | WL 2 66.67% | WT 0 0.00% | WR 1 33.33% | WU 0 0.00% | TOTAL 3664 1549 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 34 U.56/ | 6/8 0.856 | 0 0.000 | 0 0.000 | 1 0.250 | 660 0.846 | 140 0.686 | 0 0.000 | 30 0.5// | 0 0.000 | 5 0.625 | 0 0.000 | 1 0.250 | 0 0.000 | 0 0.000 | 0 0.250 | 1549 |
| PEAK HR FACTOR : | U.8// | | | | U.8/4 | | | | U.625 | | | | 0.250 | | | | 0.890 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Colvin Woods Pkwy | | | | Colvin Woods Pkwy | | | | | | | |
|-------------------------|----------------------------|---------|---------|---------|-------------|---------|---------|---------|-------------------|---------|---------|---------|-------------------|---------|---------|---------|------------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | | | |
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL | | | |
| 7:00 AM | 6 | 124 | 0 | 0 | 0 | 103 | 11 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 252 | | | |
| 7:15 AM | 3 | 147 | 0 | 0 | 0 | 149 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 | | | |
| 7:30 AM | 5 | 189 | 0 | 0 | 1 | 184 | 15 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 400 | | | |
| 7:45 AM | 12 | 171 | 0 | 0 | 0 | 169 | 49 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 406 | | | |
| 8:00 AM | 10 | 151 | 0 | 0 | 0 | 131 | 38 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 332 | | | |
| 8:15 AM | 7 | 167 | 0 | 0 | 0 | 104 | 17 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 306 | | | |
| 8:30 AM | 4 | 163 | 1 | 0 | 0 | 100 | 7 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 280 | | | |
| 8:45 AM | 2 | 159 | 0 | 0 | 0 | 99 | 6 | 0 | 5 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 276 | | | |
| 9:00 AM | 10 | 148 | 1 | 0 | 0 | 111 | 9 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 283 | | | |
| 9:15 AM | 3 | 84 | 0 | 0 | 0 | 81 | 2 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 182 | | | |
| 9:30 AM | 1 | 103 | 0 | 0 | 0 | 99 | 7 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 217 | | | |
| 9:45 AM | 4 | 103 | 0 | 0 | 0 | 92 | 5 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 209 | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | | | |
| APPROACH %'s : | 67 | 1709 | 2 | 0 | 1 | 1422 | 184 | 0 | 54 | 1 | 21 | 0 | 2 | 0 | 1 | 0 | 3464 | | | |
| PEAK HR : | 3.77% | 96.12% | 0.11% | 0.00% | 0.06% | 88.49% | 11.45% | 0.00% | 71.05% | 1.32% | 27.63% | 0.00% | 66.67% | 0.00% | 33.33% | 0.00% | | | | |
| PEAK HR VOL : | 07:15 AM - 08:15 AM | | | | 30 | 658 | 0 | 0 | 1 | 633 | 120 | 0 | 12 | 0 | 0 | 0 | TOTAL 1459 | | | |
| PEAK HR FACTOR : | U.625 | | | | U.8/U | U.UUU | U.UUU | | U.250 | U.880 | U.612 | U.UUU | U./50 | U.UUU | U.500 | U.UUU | 0.250 | 0.000 | 0.000 | 0.000 |
| | | | | | U.88/ | | | | U.885 | | | | U.6b/ | | | | 0.250 | 0.898 | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|--------------------------------|---------------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|------------|---------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | |
| 3:00 PM | 1 119 | 0 0 | 0 0 | 0 0 | 0 163 | 3 1 | 0 0 | 0 0 | 33 0 | 0 0 | 8 1 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 327 |
| 3:15 PM | 4 157 | 0 0 | 0 0 | 0 0 | 0 184 | 1 3 | 0 0 | 0 0 | 7 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 354 |
| 3:30 PM | 1 174 | 0 0 | 0 0 | 0 0 | 1 183 | 3 1 | 0 0 | 0 0 | 23 0 | 0 0 | 11 2 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 396 |
| 3:45 PM | 4 190 | 0 0 | 0 0 | 0 0 | 0 171 | 1 1 | 0 0 | 0 0 | 4 0 | 0 0 | 2 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 372 |
| 4:00 PM | 1 158 | 1 0 | 0 0 | 0 0 | 0 229 | 4 1 | 0 0 | 0 0 | 19 0 | 0 0 | 5 3 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 417 |
| 4:15 PM | 1 166 | 0 0 | 0 0 | 0 0 | 0 171 | 1 1 | 0 0 | 0 0 | 12 0 | 0 0 | 3 11 | 0 0 | 0 0 | 0 0 | 0 1 | 0 0 | 355 |
| 4:30 PM | 0 156 | 0 0 | 0 0 | 0 0 | 0 196 | 0 1 | 0 0 | 0 0 | 35 0 | 0 0 | 11 7 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 399 |
| 4:45 PM | 1 136 | 0 0 | 0 0 | 0 0 | 0 218 | 1 1 | 0 0 | 0 0 | 14 0 | 0 0 | 7 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 377 |
| 5:00 PM | 5 197 | 0 0 | 0 0 | 0 0 | 0 213 | 2 2 | 0 0 | 0 0 | 40 0 | 0 0 | 15 8 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 472 |
| 5:15 PM | 4 185 | 0 0 | 0 0 | 0 0 | 0 185 | 4 4 | 0 0 | 0 0 | 7 0 | 0 0 | 4 8 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 389 |
| 5:30 PM | 18 172 | 0 0 | 0 0 | 0 0 | 0 172 | 17 17 | 0 0 | 0 0 | 6 0 | 0 0 | 8 52 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 393 |
| 5:45 PM | 63 175 | 0 0 | 0 0 | 0 0 | 0 190 | 36 36 | 0 0 | 0 0 | 21 0 | 0 0 | 25 520 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 510 |
| TOTAL VOLUMES : APPROACH %'s : | NL 103 | NT 1985 | NR 95.02% | NU 0.05% | SL 0.04% | ST 96.85% | SR 3.11% | SU 0.00% | EL 221 | ET 0 | ER 100 | EU 0 | WL 0 | WT 0 | WR 2 | WU 0 | TOTAL 4761 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 90 0.357 | 729 0.925 | 0 0.000 | 0 0.000 | 0 0.000 | 760 0.892 | 59 0.410 | 0 0.000 | 74 0.463 | 0 0.000 | 52 0.520 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 1764 |
| PEAK HR FACTOR : | 0.860 | | | | 0.906 | | | | 0.573 | | | | 0.865 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Colvin Woods Pkwy | | | | Colvin Woods Pkwy | | | | |
|---------------------------------------|----------------------------|--------------|------------|------------|-------------------|--------------|--------------|------------|-------------------|------------|-------------|------------|-------------------|---------|---------|---------|------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 3 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:30 AM | 0 | 9 | 0 | 0 | 0 | 11 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 7:45 AM | 3 | 5 | 0 | 0 | 0 | 9 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 AM | 1 | 5 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 AM | 0 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 AM | 1 | 2 | 0 | 0 | 0 | 5 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:00 AM | 0 | 4 | 0 | 0 | 0 | 1 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:30 AM | 0 | 4 | 0 | 0 | 0 | 4 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:45 AM | 1 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| TOTAL VOLUMES : APPROACH %'s : | 6 12.24% | 43 87.76% | 0 0.00% | 0 0.00% | 0 0.00% | 52 51.49% | 49 48.51% | 0 0.00% | 49 98.00% | 0 0.00% | 1 2.00% | 0 0.00% | 0 0 | 0 0 | 0 0 | 0 0 | TOTAL 200 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 90 |
| PEAK HR VOL : | 4 | 20 | 0 | 0 | 0 | U.UUU | U.b14 | U.b25 | U.UUU | U.45U | U.UUU | U.25U | U.UUU | 0 | 0 | 0 | 0.682 |
| PEAK HR FACTOR : | U.333 | U.556 | U.UUU | U.UUU | U.b6b | | | | | | | | | 0.000 | 0.000 | 0.000 | 0.000 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 4 | 0 | 0 | 0 | 6 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:15 PM | 1 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 PM | 0 | 3 | 0 | 0 | 0 | 8 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1:00 PM | 1 | 5 | 0 | 0 | 0 | 7 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:15 PM | 0 | 4 | 0 | 0 | 0 | 5 | 5 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 5 | 6 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1:45 PM | 2 | 7 | 0 | 0 | 0 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| TOTAL VOLUMES : APPROACH %'s : | 4 12.50% | 28 87.50% | 0 0.00% | 0 0.00% | 0 0.00% | 45 59.21% | 31 40.79% | 0 0.00% | 33 94.29% | 0 0.00% | 2 5.71% | 0 0.00% | 0 0 | 0 0 | 0 0 | 0 0 | TOTAL 143 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 65 |
| PEAK HR VOL : | 1 | 9 | 0 | 0 | 0 | 0 | 26 | 15 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0.813 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 12 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 3:15 PM | 0 | 8 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3:30 PM | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 3:45 PM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:15 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 PM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | 1 1.92% | 51 98.08% | 0 0.00% | 0 0.00% | 0 0.00% | 35 94.59% | 2 5.41% | 0 0.00% | 4 66.67% | 0 0.00% | 2 33.33% | 0 0.00% | 0 0 | 0 0 | 0 0 | 0 0 | TOTAL 95 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 15 |
| PEAK HR VOL : | 0.000 | 4 | 0 | 0 | 0 | 0 | 0.750 | 0.000 | 0.000 | 2 | 0 | 0 | 0.500 | 0.000 | 0.000 | 0.000 | 0.625 |
| PEAK HR FACTOR : | U.SUU | | | | U./SU | | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - Bikes

| PM | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|--------------------------------|---------------------|--------------|-------------|-------------|------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|------------------|--------------|--------------|--------------|--------------|------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 0 ET | 1 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | Total |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 PM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 5:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 3 75.00% | NT 25.00% | NR 0.00% | NU 0.00% | SL 0 0.00% | ST 1 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 0 0.00% | ER 4 100.00% | EU 0 0.00% | WL 0 0 | WT 0 0 | WR 0 0 | WU 0 0 | TOTAL 9 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | Z 0.250 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 4 0.500 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 6 | |
| PEAK HR FACTOR : | 0.250 | | | | | | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo

Custom ID: 1707
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Colvin Woods Pkwy | | Colvin Woods Pkwy | | TOTAL |
|------------------|----------------------------|----|-------------|-------|-------------------|----|-------------------|-------|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 9:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 0 | 8 |
| 50.00% | 50.00% | | | | | | 100.00% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 4 |
| PEAK HR FACTOR : | | | 0.250 | 0.250 | 0.375 | | 0.250 | 0.250 | 0.333 |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----|-----------|-------|----------|----|----------|-------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 4 |
| 66.67% | 33.33% | | | | | | 100.00% | 0.00% | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 4 |
| PEAK HR FACTOR : | | | 0.250 | 0.250 | 0.375 | | 0.250 | 0.250 | 0.500 |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----|-----------|-------|----------|----|----------|--------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 5 |
| 0.00% | 100.00% | | 100.00% | 0.00% | | | 33.33% | 66.67% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| PEAK HR FACTOR : | | | 0.250 | 0.250 | | | 0.250 | 0.250 | 0.500 |

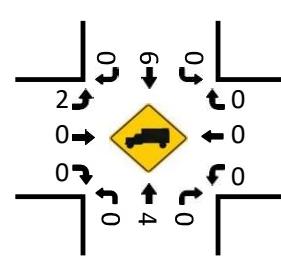
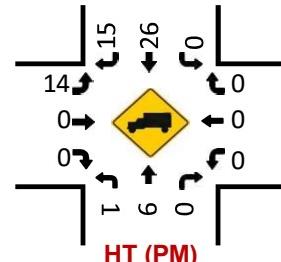
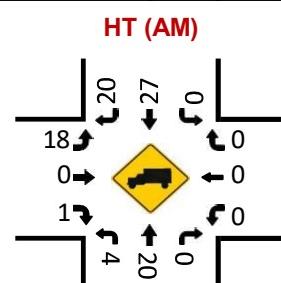
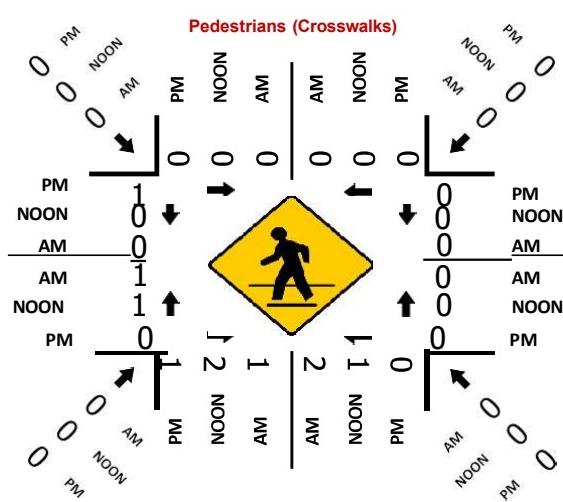
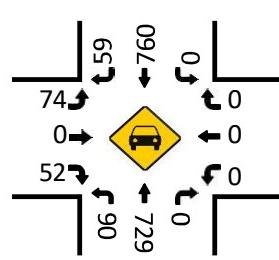
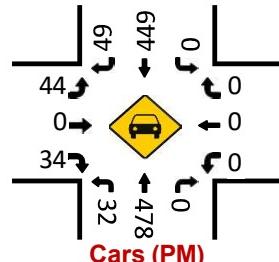
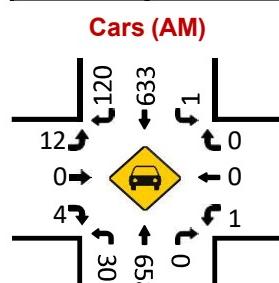
Prepared by National Data & Surveying Services

Colvin Blvd & Colvin Woods Pkwy

Peak Hour Turning Movement Count

ID: 1707
City: Buffalo

| | | Colvin Blvd | | | | | | | | | | |
|-------------------|---------------------|-------------|------|-----|---|-----|------------|--------------|---------------------|---------------|-----------|-------------------|
| | | SOUTHBOUND | | | | | | | | | | |
| PEAK HOURS | 07:15 AM - 08:15 AM | AM | 140 | 660 | 1 | 0 | 708 | AM | 7:00 AM - 10:00 AM | | | |
| | 12:00 PM - 01:00 PM | NOON | 64 | 475 | 0 | 0 | 545 | NOON | 12:00 PM - 02:00 PM | | | |
| | 05:00 PM - 06:00 PM | PM | 59 | 769 | 0 | 0 | 809 | PM | 3:00 PM - 06:00 PM | | | |
| | COUNT PERIODS | | | | | | | | | | | |
| EASTBOUND | | AM | NOON | PM | | | | PM | NOON | AM | WESTBOUND | |
| Colvin Woods Pkwy | 174 | 97 | 149 | ← | 0 | 2 | 0 | 0 | 0 | 0 | 0 | Colvin Woods Pkwy |
| | 0 | 0 | 0 | ↑ | 0 | | | | | | | |
| | 30 | 58 | 76 | ↑ | 1 | TEV | 1549 | 1151 | 1779 | 0 | 0 | 0 |
| | 0 | 0 | 0 | → | 0 | PHF | AM 0.89 | NOON 0.97 | PM 0.87 | 0 | 0 | 1 |
| | 5 | 34 | 52 | ↓ | 1 | | 0 | 0 | 2 | 0 | 0 | 0 |
| PEAK HOURS | AM | NOON | PM | | | | PM | NOON | AM | COUNT PERIODS | | |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Brighton Rd | | | | Brighton Rd | | | | |
|---------------------------------------|----------------------------|----------------|---------------|------------|-------------------|----------------|---------------|------------|------------------|---------------|---------------|------------|------------------|---------------|---------------|------------|----------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 0.5 ET | 0.5 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 7 | 107 | 16 | 0 | 3 | 95 | 7 | 0 | 13 | 34 | 7 | 0 | 22 | 33 | 9 | 0 | 353 |
| 7:15 AM | 7 | 128 | 30 | 0 | 2 | 140 | 13 | 0 | 16 | 48 | 13 | 0 | 25 | 54 | 8 | 0 | 494 |
| 7:30 AM | 4 | 172 | 27 | 0 | 2 | 192 | 8 | 0 | 18 | 40 | 9 | 0 | 42 | 59 | 10 | 0 | 583 |
| 7:45 AM | 9 | 164 | 20 | 0 | 3 | 155 | 13 | 0 | 14 | 43 | 3 | 0 | 40 | 42 | 10 | 0 | 516 |
| 8:00 AM | 4 | 154 | 22 | 0 | 2 | 120 | 8 | 0 | 15 | 33 | 11 | 0 | 22 | 33 | 5 | 0 | 429 |
| 8:15 AM | 5 | 146 | 27 | 0 | 2 | 90 | 16 | 0 | 19 | 35 | 6 | 0 | 24 | 29 | 5 | 0 | 404 |
| 8:30 AM | 7 | 147 | 34 | 0 | 2 | 95 | 13 | 0 | 12 | 36 | 12 | 0 | 34 | 43 | 5 | 0 | 440 |
| 8:45 AM | 10 | 137 | 35 | 0 | 4 | 88 | 16 | 0 | 18 | 38 | 7 | 0 | 42 | 43 | 8 | 0 | 446 |
| 9:00 AM | 7 | 134 | 32 | 0 | 6 | 85 | 13 | 0 | 19 | 44 | 6 | 0 | 36 | 62 | 8 | 0 | 452 |
| 9:15 AM | 9 | 77 | 21 | 0 | 3 | 81 | 11 | 0 | 9 | 31 | 8 | 0 | 26 | 33 | 3 | 0 | 312 |
| 9:30 AM | 5 | 80 | 35 | 0 | 2 | 77 | 13 | 0 | 16 | 35 | 10 | 0 | 21 | 36 | 8 | 0 | 338 |
| 9:45 AM | 8 | 95 | 24 | 0 | 3 | 84 | 13 | 0 | 12 | 37 | 13 | 0 | 27 | 35 | 6 | 0 | 357 |
| TOTAL VOLUMES : APPROACH %'s : | 82 4.21% | 1541 79.19% | 323 16.60% | 0 0.00% | 34 2.30% | 1302 87.97% | 144 9.73% | 0 0.00% | 181 24.46% | 454 61.35% | 105 14.19% | 0 0.00% | 361 38.08% | 502 52.95% | 85 8.97% | 0 0.00% | TOTAL 5114 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 24 | 618 | 99 | 0 | 9 | 60/ | 42/ | U | b3 | 164 | 36 | U | 129 | 188 | 33 | 0 | 2012 |
| PEAK HR FACTOR : | U.66/ | U.898 | U.825 | UUUU | U.750 | U.790 | U.808 | UUUU | U.83/5 | U.854 | U.692 | UUUU | 0.768 | 0.797 | 0.825 | 0.000 | 0.863 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 2 | 110 | 22 | 0 | 10 | 101 | 22 | 0 | 11 | 36 | 3 | 0 | 28 | 55 | 7 | 0 | 407 |
| 12:15 PM | 5 | 94 | 19 | 0 | 6 | 105 | 20 | 0 | 10 | 42 | 3 | 0 | 36 | 42 | 6 | 0 | 388 |
| 12:30 PM | 7 | 105 | 24 | 0 | 3 | 95 | 23 | 0 | 20 | 44 | 5 | 0 | 38 | 62 | 8 | 0 | 434 |
| 12:45 PM | 5 | 113 | 31 | 0 | 2 | 100 | 17 | 0 | 21 | 30 | 15 | 0 | 27 | 32 | 5 | 0 | 398 |
| 1:00 PM | 3 | 101 | 20 | 0 | 4 | 102 | 17 | 0 | 14 | 39 | 4 | 0 | 26 | 44 | 11 | 0 | 385 |
| 1:15 PM | 4 | 96 | 24 | 0 | 4 | 89 | 27 | 0 | 11 | 44 | 6 | 0 | 19 | 59 | 8 | 0 | 391 |
| 1:30 PM | 6 | 85 | 14 | 0 | 5 | 118 | 18 | 0 | 19 | 42 | 2 | 0 | 24 | 33 | 11 | 0 | 377 |
| 1:45 PM | 8 | 106 | 30 | 0 | 7 | 99 | 13 | 0 | 22 | 46 | 8 | 0 | 31 | 34 | 5 | 0 | 409 |
| TOTAL VOLUMES : APPROACH %'s : | 40 3.87% | 810 78.34% | 184 17.79% | 0 0.00% | 41 4.07% | 809 80.34% | 157 15.59% | 0 0.00% | 128 25.75% | 323 64.99% | 46 9.26% | 0 0.00% | 229 35.18% | 361 55.45% | 61 9.37% | 0 0.00% | TOTAL 3189 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 1627 |
| PEAK HR VOL : | 19 | 422 | 96 | 0 | 21 | 401 | 82 | 0 | 62 | 152 | 26 | 0 | 129 | 191 | 26 | 0 | 0.937 |
| PEAK HR FACTOR : | U.67/ | U.934 | U.74/ | UUUU | U.525 | U.955 | U.891 | UUUU | U.738 | U.864 | U.433 | UUUU | 0.849 | 0.770 | 0.813 | 0.000 | 0.937 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 127 | 26 | 0 | 8 | 132 | 22 | 0 | 18 | 43 | 8 | 0 | 48 | 77 | 5 | 0 | 520 |
| 3:15 PM | 4 | 128 | 26 | 0 | 8 | 145 | 26 | 0 | 21 | 51 | 9 | 0 | 47 | 67 | 9 | 0 | 541 |
| 3:30 PM | 6 | 159 | 27 | 0 | 6 | 148 | 23 | 0 | 17 | 57 | 7 | 0 | 32 | 71 | 10 | 0 | 563 |
| 3:45 PM | 6 | 153 | 28 | 0 | 5 | 148 | 26 | 0 | 22 | 50 | 10 | 0 | 28 | 65 | 13 | 0 | 554 |
| 4:00 PM | 8 | 138 | 34 | 0 | 11 | 154 | 31 | 0 | 20 | 45 | 9 | 0 | 43 | 60 | 12 | 0 | 565 |
| 4:15 PM | 6 | 141 | 30 | 0 | 4 | 169 | 30 | 0 | 17 | 44 | 3 | 0 | 32 | 60 | 10 | 0 | 546 |
| 4:30 PM | 6 | 133 | 34 | 0 | 10 | 174 | 16 | 0 | 11 | 68 | 5 | 0 | 35 | 44 | 5 | 0 | 541 |
| 4:45 PM | 6 | 106 | 25 | 0 | 5 | 185 | 12 | 0 | 29 | 63 | 7 | 0 | 43 | 58 | 8 | 0 | 547 |
| 5:00 PM | 9 | 166 | 31 | 0 | 4 | 168 | 20 | 0 | 17 | 52 | 6 | 0 | 30 | 58 | 19 | 0 | 580 |
| 5:15 PM | 8 | 152 | 20 | 0 | 6 | 179 | 30 | 0 | 21 | 43 | 5 | 0 | 49 | 69 | 17 | 0 | 599 |
| 5:30 PM | 6 | 138 | 28 | 0 | 4 | 149 | 23 | 0 | 29 | 56 | 12 | 0 | 36 | 61 | 13 | 0 | 555 |
| 5:45 PM | 9 | 192 | 24 | 0 | 13 | 161 | 34 | 0 | 41 | 45 | 13 | 0 | 29 | 44 | 19 | 0 | 624 |
| TOTAL VOLUMES : APPROACH %'s : | 80 3.73% | 1733 80.75% | 333 15.52% | 0 0.00% | 84 3.67% | 1912 83.53% | 293 12.80% | 0 0.00% | 263 27.00% | 617 63.35% | 94 9.65% | 0 0.00% | 452 34.09% | 734 55.35% | 140 10.56% | 0 0.00% | TOTAL 6735 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 2358 |
| PEAK HR VOL : | 32 | 648 | 103 | 0 | 27 | 65/ | 10/ | U | 108 | 196 | 36 | U | 144 | 232 | 68 | U | 0.945 |
| PEAK HR FACTOR : | 0.889 | 0.844 | 0.831 | UUUU | 0.519 | 0.918 | 0.787 | UUUU | 0.659 | 0.875 | 0.692 | UUUU | 0.735 | 0.841 | 0.895 | 0.000 | 0.945 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Brighton Rd | | | | Brighton Rd | | | | |
|---------------------------------------|----------------------------|----------------------|---------------------|------------------|-------------------|----------------------|---------------------|------------------|---------------------|---------------------|---------------------|------------------|---------------------|---------------------|---------------------|------------------|----------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 0.5 ET | 0.5 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 5 | 105 | 15 | 0 | 2 | 92 | 6 | 0 | 13 | 33 | 6 | 0 | 21 | 32 | 9 | 0 | 339 |
| 7:15 AM | 7 | 126 | 29 | 0 | 2 | 138 | 12 | 0 | 16 | 47 | 12 | 0 | 25 | 51 | 8 | 0 | 473 |
| 7:30 AM | 4 | 165 | 26 | 0 | 2 | 180 | 8 | 0 | 18 | 38 | 8 | 0 | 41 | 57 | 10 | 0 | 557 |
| 7:45 AM | 9 | 159 | 20 | 0 | 3 | 147 | 11 | 0 | 13 | 42 | 3 | 0 | 40 | 42 | 9 | 0 | 498 |
| 8:00 AM | 4 | 148 | 20 | 0 | 1 | 117 | 7 | 0 | 15 | 32 | 11 | 0 | 19 | 32 | 5 | 0 | 411 |
| 8:15 AM | 5 | 140 | 26 | 0 | 2 | 85 | 14 | 0 | 18 | 33 | 6 | 0 | 24 | 28 | 4 | 0 | 385 |
| 8:30 AM | 7 | 146 | 33 | 0 | 2 | 91 | 13 | 0 | 11 | 36 | 11 | 0 | 34 | 41 | 5 | 0 | 430 |
| 8:45 AM | 10 | 136 | 32 | 0 | 3 | 86 | 15 | 0 | 18 | 37 | 7 | 0 | 42 | 42 | 8 | 0 | 436 |
| 9:00 AM | 6 | 132 | 29 | 0 | 5 | 85 | 13 | 0 | 18 | 42 | 6 | 0 | 34 | 59 | 8 | 0 | 437 |
| 9:15 AM | 9 | 76 | 21 | 0 | 3 | 77 | 11 | 0 | 9 | 29 | 8 | 0 | 26 | 33 | 3 | 0 | 305 |
| 9:30 AM | 5 | 78 | 35 | 0 | 2 | 74 | 13 | 0 | 14 | 35 | 10 | 0 | 21 | 35 | 8 | 0 | 330 |
| 9:45 AM | 8 | 91 | 23 | 0 | 3 | 82 | 13 | 0 | 12 | 37 | 13 | 0 | 25 | 35 | 6 | 0 | 348 |
| TOTAL VOLUMES : APPROACH %'s : | NL 79 4.18% | NT 1502 79.47% | NR 309 16.35% | NU 0 0.00% | SL 30 2.11% | ST 1254 88.31% | SR 136 9.58% | SU 0 0.00% | EL 175 24.41% | ET 441 61.51% | ER 101 14.09% | EU 0 0.00% | WL 352 38.18% | WT 487 52.82% | WR 83 9.00% | WU 0 0.00% | TOTAL 4949 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1939 |
| PEAK HR VOL : | 24 0.66/ | 598 0.906 | 95 0.819 | 0 0.000 | 8 0.56/ | 582 0.808 | 38 0.792 | U 0.000 | b2 0.561 | 159 0.846 | 34 0.008 | U 0.000 | 125 0.762 | 182 0.798 | 32 0.800 | 0 0.000 | 0.870 |
| PEAK HR FACTOR : | 0.919 | | | | 0.826 | | | | 0.850 | | | | 0.785 | | | | |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 2 | 105 | 21 | 0 | 9 | 97 | 22 | 0 | 10 | 35 | 3 | 0 | 27 | 52 | 7 | 0 | 390 |
| 12:15 PM | 5 | 92 | 19 | 0 | 6 | 102 | 20 | 0 | 10 | 42 | 2 | 0 | 36 | 42 | 6 | 0 | 382 |
| 12:30 PM | 7 | 104 | 24 | 0 | 3 | 88 | 23 | 0 | 19 | 43 | 5 | 0 | 37 | 61 | 8 | 0 | 422 |
| 12:45 PM | 5 | 113 | 30 | 0 | 2 | 92 | 16 | 0 | 21 | 30 | 15 | 0 | 27 | 31 | 5 | 0 | 387 |
| 1:00 PM | 3 | 96 | 20 | 0 | 4 | 97 | 15 | 0 | 14 | 38 | 4 | 0 | 26 | 41 | 11 | 0 | 369 |
| 1:15 PM | 4 | 93 | 24 | 0 | 4 | 86 | 24 | 0 | 11 | 41 | 5 | 0 | 17 | 59 | 8 | 0 | 376 |
| 1:30 PM | 6 | 82 | 14 | 0 | 5 | 114 | 17 | 0 | 19 | 39 | 2 | 0 | 23 | 33 | 11 | 0 | 365 |
| 1:45 PM | 8 | 98 | 30 | 0 | 7 | 98 | 13 | 0 | 22 | 42 | 7 | 0 | 31 | 33 | 5 | 0 | 394 |
| TOTAL VOLUMES : APPROACH %'s : | NL 40 3.98% | NT 783 77.91% | NR 182 18.11% | NU 0 0.00% | SL 40 4.15% | ST 774 80.29% | SR 150 15.56% | SU 0 0.00% | EL 126 26.30% | ET 310 64.72% | ER 43 8.98% | EU 0 0.00% | WL 224 35.16% | WT 352 55.26% | WR 61 9.58% | WU 0 0.00% | TOTAL 3085 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 1581 |
| PEAK HR VOL : | 19 0.67/ | 414 0.916 | 94 0.785 | 0 0.000 | 20 0.55b | 379 0.929 | 81 0.880 | U 0.000 | 60 0.14 | 150 0.8/2 | 25 0.41/ | U 0.000 | 127 0.858 | 186 0.762 | 26 0.813 | 0 0.000 | 0.937 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 119 | 25 | 0 | 0 | 129 | 21 | 0 | 16 | 42 | 8 | 0 | 47 | 74 | 5 | 0 | 500 |
| 3:15 PM | 4 | 123 | 26 | 0 | 8 | 142 | 26 | 0 | 20 | 48 | 8 | 0 | 46 | 64 | 9 | 0 | 524 |
| 3:30 PM | 6 | 151 | 26 | 0 | 5 | 146 | 23 | 0 | 17 | 56 | 7 | 0 | 32 | 70 | 10 | 0 | 549 |
| 3:45 PM | 5 | 149 | 27 | 0 | 5 | 148 | 25 | 0 | 22 | 49 | 10 | 0 | 28 | 64 | 11 | 0 | 543 |
| 4:00 PM | 7 | 135 | 33 | 0 | 9 | 151 | 31 | 0 | 20 | 45 | 9 | 0 | 42 | 58 | 11 | 0 | 551 |
| 4:15 PM | 6 | 137 | 30 | 0 | 3 | 167 | 30 | 0 | 17 | 44 | 3 | 0 | 32 | 57 | 10 | 0 | 536 |
| 4:30 PM | 6 | 131 | 34 | 0 | 10 | 171 | 16 | 0 | 11 | 67 | 5 | 0 | 33 | 43 | 5 | 0 | 532 |
| 4:45 PM | 6 | 104 | 25 | 0 | 5 | 184 | 12 | 0 | 28 | 63 | 7 | 0 | 43 | 57 | 7 | 0 | 541 |
| 5:00 PM | 9 | 165 | 30 | 0 | 4 | 167 | 20 | 0 | 17 | 52 | 6 | 0 | 30 | 57 | 19 | 0 | 576 |
| 5:15 PM | 8 | 151 | 20 | 0 | 6 | 176 | 30 | 0 | 21 | 43 | 5 | 0 | 48 | 69 | 16 | 0 | 593 |
| 5:30 PM | 6 | 138 | 28 | 0 | 4 | 149 | 22 | 0 | 29 | 56 | 12 | 0 | 36 | 61 | 13 | 0 | 554 |
| 5:45 PM | 9 | 191 | 24 | 0 | 13 | 161 | 33 | 0 | 41 | 45 | 13 | 0 | 29 | 44 | 19 | 0 | 622 |
| TOTAL VOLUMES : APPROACH %'s : | NL 78 3.71% | NT 1694 80.67% | NR 328 15.62% | NU 0 0.00% | SL 80 3.54% | ST 1891 83.67% | SR 289 12.79% | SU 0 0.00% | EL 259 26.92% | ET 610 63.41% | ER 93 9.57% | EU 0 0.00% | WL 446 34.33% | WT 718 55.27% | WR 135 10.39% | WU 0 0.00% | TOTAL 6621 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 2345 |
| PEAK HR VOL : | 32 0.889 | 645 0.844 | 102 0.850 | 0 0.000 | 27 0.519 | 653 0.928 | 105 0.795 | U 0.000 | 108 0.659 | 196 0.875 | 36 0.692 | U 0.000 | 145 0.745 | 231 0.837 | 6/ 0.882 | U 0.829 | 0.943 |
| PEAK HR FACTOR : | 0.869 | | | | 0.926 | | | | 0.859 | | | | 0.829 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Brighton Rd | | | | Brighton Rd | | | | |
|---------------------------------------|----------------------------|--------------------|--------------------|------------------|-------------------|--------------------|-------------------|------------------|-------------------|--------------------|-------------------|------------------|-------------------|--------------------|-------------------|------------------|---------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 0.5 ET | 0.5 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 2 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 14 |
| 7:15 AM | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 11 |
| 7:30 AM | 0 | 7 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 26 |
| 7:45 AM | 0 | 5 | 0 | 0 | 0 | 8 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| 8:00 AM | 0 | 6 | 2 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 18 |
| 8:15 AM | 0 | 6 | 1 | 0 | 0 | 5 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 19 |
| 8:30 AM | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 10 |
| 8:45 AM | 0 | 1 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 9:00 AM | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 15 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:30 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 9:45 AM | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| TOTAL VOLUMES : APPROACH %'s : | 3 NL 5.36% | 39 NT 69.64% | 14 NR 25.00% | 0 NU 0.00% | 4 SL 6.67% | 48 ST 80.00% | 8 SR 13.33% | 0 SU 0.00% | 6 EL 26.09% | 13 ET 56.52% | 4 ER 17.39% | 0 EU 0.00% | 9 WL 34.62% | 15 WT 57.69% | 2 WR 7.69% | 0 WU 0.00% | TOTAL 165 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 20 | 4 | 0 | 1 | 25 | 4 | U | 1 | 5 | 2 | U | 4 | 6 | 1 | 0 | 73 |
| PEAK HR FACTOR : | U.UUU | U.U14 | U.U50 | U.UUU | U.U25U | U.U21 | U.U500 | U.UUU | U.U25U | U.U25 | U.U500 | U.UUU | 0.333 | 0.500 | 0.250 | 0.000 | 0.702 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 5 | 1 | 0 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 17 |
| 12:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 12 |
| 12:45 PM | 0 | 0 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 1:00 PM | 0 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 16 |
| 1:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 15 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 1:45 PM | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 15 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL 0.00% | 27 NT 93.10% | 2 NR 6.90% | 0 NU 0.00% | 1 SL 2.33% | 35 ST 81.40% | 7 SR 16.28% | 0 SU 0.00% | 2 EL 11.11% | 13 ET 72.22% | 3 ER 16.67% | 0 EU 0.00% | 5 WL 35.71% | 9 WT 64.29% | 0 WR 0.00% | 0 WU 0.00% | TOTAL 104 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 8 | 2 | 0 | 1 | 22 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 5 | 0 | 0 | 46 |
| PEAK HR FACTOR : | U.UUU | U.U40 | U.U50 | U.UUU | U.U25U | U.U688 | U.U25U | U.UUU | U.U500 | U.U500 | U.U25U | U.UUU | U.U50 | U.U41/ | U.UUU | U.UUU | 0.676 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 8 | 1 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 20 |
| 3:15 PM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 17 |
| 3:30 PM | 0 | 8 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 3:45 PM | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 11 |
| 4:00 PM | 1 | 3 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 14 |
| 4:15 PM | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 9 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 6 |
| 5:00 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 2 NL 4.35% | 39 NT 84.78% | 5 NR 10.87% | 0 NU 0.00% | 4 SL 13.79% | 21 ST 72.41% | 4 SR 13.79% | 0 SU 0.00% | 4 EL 33.33% | 7 ET 58.33% | 1 ER 8.33% | 0 EU 0.00% | 6 WL 22.22% | 16 WT 59.26% | 5 WR 18.52% | 0 WU 0.00% | TOTAL 114 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 13 |
| PEAK HR FACTOR : | U.UUU | 0.750 | 0.250 | 0.000 | 0.000 | 0.333 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.375 | 0.000 | 0.542 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Brighton Rd | | | | Brighton Rd | | | | |
|---------------------------------------|----------------------------|---------|--------------|--------------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|---------------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 | NT 0 | NR 0 | NU 0 | SL 0 | ST 2 | SR 0 | SU 0 | EL 0 | ET 2 | ER 0 | EU 0 | WL 0 | WT 3 | WR 0 | WU 0 | TOTAL 7 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 2 |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 | NT 0 | NR 0 | NU 0 | SL 0 | ST 0 | SR 0 | SU 0 | EL 0 | ET 2 | ER 1 | EU 0 | WL 0 | WT 0 | WR 1 | WU 0 | TOTAL 4 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 3 |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0.375 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 | NT 1 | NR 50.00% | NU 50.00% | SL 66.67% | ST 2 | SR 1 | SU 0 | EL 0 | ET 6 | ER 0 | EU 0 | WL 1 | WT 9 | WR 0 | WU 0 | TOTAL 21 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 8 |
| PEAK HR VOL : | 0 | 0 | 1 | 0 | 0.250 | 0.000 | 0.000 | 0.000 | 0 | 0.500 | 0.000 | 0.000 | 0 | 0.625 | 0.000 | 0.000 | 0.667 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.667 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo

Custom ID: 425
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Brighton Rd | | Brighton Rd | | TOTAL |
|------------------|----------------------------|---------|-------------|---------|-------------|---------|-------------|---------|------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 |
| TOTAL VOLUMES : | EB 2 | WB 1 | EB 0 | WB 2 | NB 1 | SB 0 | NB 2 | SB 0 | TOTAL 8 |
| APPROACH %'s : | 66.67% | 33.33% | 0.00% | 100.00% | 100.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR : | 0.250 | 0.250 | | | | | | | 0.250 |

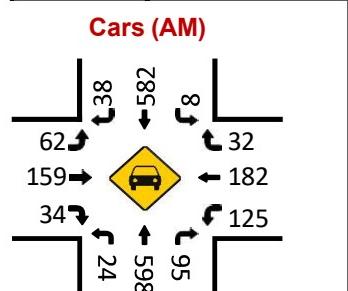
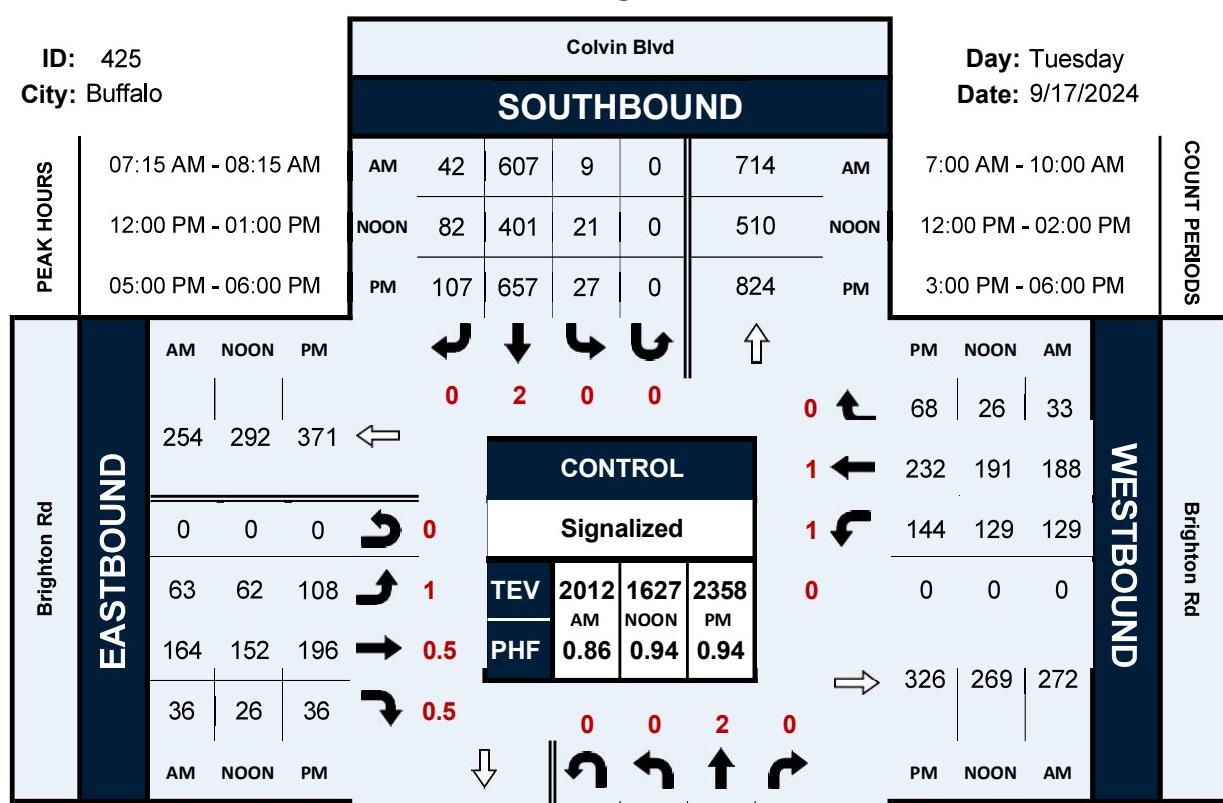
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB 1 | WB 1 | EB 0 | WB 0 | NB 0 | SB 0 | NB 2 | SB 0 | TOTAL 4 |
| APPROACH %'s : | 50.00% | 50.00% | 0 | 0 | 0 | 0 | 100.00% | 0.00% | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.500 | | | | 0.250 | 0.250 | 0.375 |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|---------|-----------|---------|----------|---------|----------|---------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 3:15 PM | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 5 |
| 3:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 5 |
| TOTAL VOLUMES : | EB 4 | WB 3 | EB 7 | WB 2 | NB 1 | SB 1 | NB 1 | SB 3 | TOTAL 22 |
| APPROACH %'s : | 57.14% | 42.86% | 77.78% | 22.22% | 50.00% | 50.00% | 25.00% | 75.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 1 | 9 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.313 | 0.313 | | | | 0.250 | 0.450 |

Colvin Blvd & Brighton Rd**Peak Hour Turning Movement Count**

ID: 425
City: Buffalo

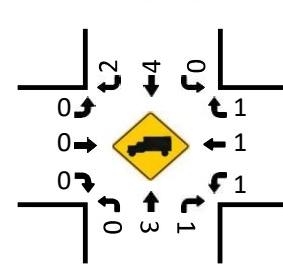
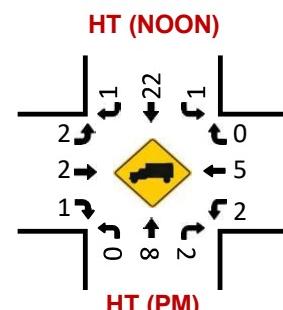
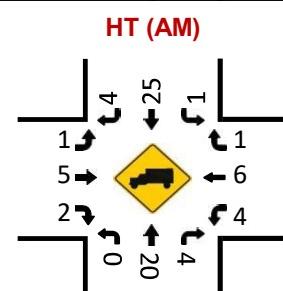
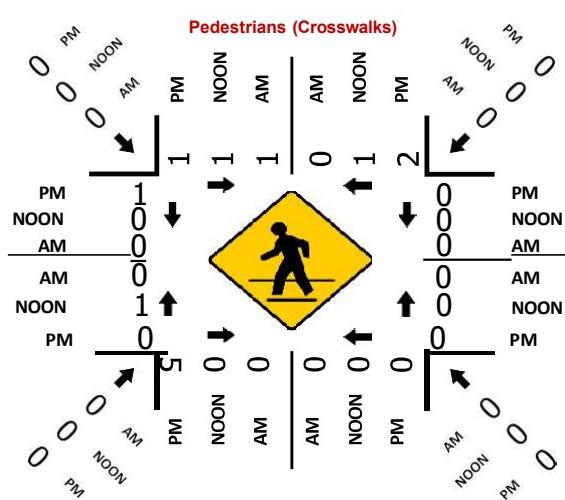
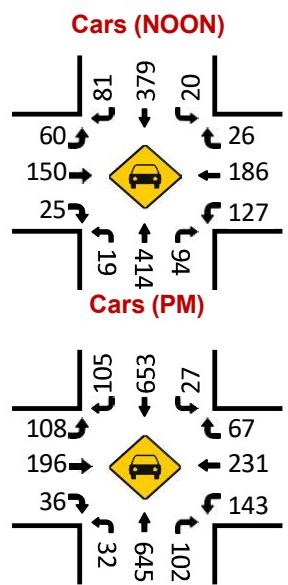
Day: Tuesday
Date: 9/17/2024



NORTHBOUND

Colvin Blvd

| PM | 837 | 0 | 32 | 648 | 103 | PM |
|------|-----|---|----|-----|-----|------|
| NOON | 556 | 0 | 19 | 422 | 96 | NOON |
| AM | 772 | 0 | 24 | 618 | 99 | AM |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Northwood Dr/Belmont Ave | | | | Northwood Dr/Belmont Ave | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|---------------|----------------|-------------|------------|--------------------------|--------------|-------------|------------|--------------------------|-------------|---------------|------------|-----------------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 1 WR | 0 WU | |
| AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | 2 | 66 | 2 | 0 | 38 | 72 | 3 | 0 | 1 | 2 | 2 | 0 | 1 | 1 | 44 | 0 | 234 |
| 7:15 AM | 0 | 100 | 2 | 0 | 55 | 97 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 55 | 0 | 315 |
| 7:30 AM | 0 | 121 | 1 | 0 | 75 | 124 | 6 | 0 | 5 | 7 | 2 | 0 | 1 | 0 | 55 | 0 | 397 |
| 7:45 AM | 0 | 102 | 5 | 0 | 69 | 122 | 9 | 0 | 3 | 8 | 1 | 0 | 4 | 2 | 74 | 0 | 399 |
| 8:00 AM | 0 | 103 | 1 | 0 | 40 | 90 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 4 | 66 | 0 | 311 |
| 8:15 AM | 0 | 108 | 1 | 0 | 38 | 74 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 54 | 0 | 285 |
| 8:30 AM | 0 | 100 | 1 | 0 | 35 | 82 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 60 | 0 | 287 |
| 8:45 AM | 0 | 118 | 5 | 0 | 43 | 90 | 8 | 0 | 8 | 7 | 0 | 0 | 4 | 4 | 51 | 0 | 338 |
| 9:00 AM | 0 | 109 | 1 | 0 | 33 | 66 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 43 | 0 | 259 |
| 9:15 AM | 1 | 65 | 1 | 0 | 28 | 84 | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 33 | 0 | 219 |
| 9:30 AM | 1 | 54 | 0 | 0 | 35 | 59 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 2 | 43 | 0 | 202 |
| 9:45 AM | 2 | 64 | 2 | 0 | 37 | 70 | 5 | 0 | 6 | 4 | 0 | 0 | 2 | 1 | 35 | 0 | 228 |
| TOTAL VOLUMES : APPROACH %'s : | 6 0.53% | 1110 97.54% | 22 1.93% | 0 0.00% | 526 32.96% | 1030 64.54% | 40 2.51% | 0 0.00% | 37 42.05% | 43 48.86% | 8 9.09% | 0 0.00% | 16 2.45% | 23 3.53% | 613 94.02% | 0 0.00% | TOTAL 3474 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1422 |
| PEAK HR VOL : | 0 | 426 | 9 | 0 | 339 | 433 | 18 | U | 11 | 19 | 5 | U | 5 | 7 | 250 | 0 | 0.891 |
| PEAK HR FACTOR : | U.UUU | 0.880 | 0.450 | U.UUU | U.9/9 | 0.8/3/3 | 0.500 | U.UUU | U.550 | 0.594 | 0.625 | U.UUU | 0.313 | 0.438 | 0.845 | 0.000 | 0.891 |
| NOON | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 80 | 1 | 0 | 46 | 90 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 47 | 0 | 268 |
| 12:15 PM | 0 | 61 | 2 | 0 | 36 | 85 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 56 | 0 | 248 |
| 12:30 PM | 2 | 70 | 1 | 0 | 28 | 91 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 1 | 40 | 0 | 241 |
| 12:45 PM | 1 | 100 | 1 | 0 | 51 | 86 | 2 | 0 | 5 | 5 | 2 | 0 | 0 | 7 | 45 | 0 | 305 |
| 1:00 PM | 1 | 91 | 1 | 0 | 40 | 72 | 2 | 0 | 1 | 6 | 1 | 0 | 0 | 2 | 37 | 0 | 254 |
| 1:15 PM | 1 | 75 | 3 | 0 | 33 | 83 | 6 | 0 | 2 | 5 | 0 | 0 | 1 | 8 | 44 | 0 | 261 |
| 1:30 PM | 2 | 70 | 2 | 0 | 39 | 80 | 2 | 0 | 2 | 3 | 1 | 0 | 1 | 4 | 34 | 0 | 240 |
| 1:45 PM | 0 | 76 | 1 | 0 | 57 | 70 | 4 | 0 | 3 | 3 | 1 | 0 | 1 | 3 | 53 | 0 | 272 |
| TOTAL VOLUMES : APPROACH %'s : | 7 1.09% | 623 97.04% | 12 1.87% | 0 0.00% | 330 32.84% | 657 65.37% | 18 1.79% | 0 0.00% | 18 33.96% | 29 54.72% | 6 11.32% | 0 0.00% | 4 1.03% | 29 7.46% | 356 91.52% | 0 0.00% | TOTAL 2089 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | 161 | 352 | 4 | U | 10 | 12 | 3 | U | 1 | 12 | 188 | 0 | 1062 |
| PEAK HR VOL : | 3 | 511 | 5 | U | U.7/89 | 0.96/ | 0.500 | U.UUU | U.500 | 0.600 | 0.5/5 | U.UUU | U.250 | 0.429 | 0.839 | U.000 | 0.866 |
| PM | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 98 | 0 | 0 | 53 | 120 | 4 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 50 | 0 | 332 |
| 3:15 PM | 1 | 112 | 0 | 0 | 70 | 104 | 4 | 0 | 5 | 4 | 0 | 0 | 3 | 5 | 41 | 0 | 349 |
| 3:30 PM | 0 | 137 | 3 | 0 | 62 | 111 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 67 | 0 | 393 |
| 3:45 PM | 1 | 121 | 2 | 0 | 67 | 105 | 4 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 59 | 0 | 369 |
| 4:00 PM | 1 | 127 | 1 | 0 | 52 | 133 | 1 | 0 | 6 | 3 | 0 | 0 | 5 | 6 | 43 | 0 | 378 |
| 4:15 PM | 1 | 111 | 1 | 0 | 57 | 127 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 4 | 62 | 0 | 369 |
| 4:30 PM | 0 | 104 | 3 | 0 | 69 | 134 | 3 | 0 | 1 | 4 | 1 | 0 | 1 | 5 | 63 | 0 | 388 |
| 4:45 PM | 0 | 99 | 1 | 0 | 68 | 161 | 0 | 0 | 4 | 6 | 1 | 0 | 1 | 5 | 45 | 0 | 391 |
| 5:00 PM | 0 | 117 | 2 | 0 | 59 | 124 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 71 | 0 | 386 |
| 5:15 PM | 0 | 112 | 1 | 0 | 70 | 137 | 3 | 0 | 2 | 5 | 2 | 0 | 1 | 3 | 62 | 0 | 398 |
| 5:30 PM | 0 | 115 | 4 | 0 | 52 | 125 | 1 | 0 | 4 | 3 | 0 | 0 | 2 | 7 | 56 | 0 | 369 |
| 5:45 PM | 0 | 136 | 2 | 0 | 64 | 117 | 2 | 0 | 1 | 4 | 0 | 0 | 1 | 6 | 64 | 0 | 397 |
| TOTAL VOLUMES : APPROACH %'s : | 4 0.28% | 1389 98.30% | 20 1.42% | 0 0.00% | 743 32.76% | 1498 66.05% | 27 1.19% | 0 0.00% | 34 45.33% | 34 45.33% | 7 9.33% | 0 0.00% | 19 2.49% | 61 7.99% | 683 89.52% | 0 0.00% | TOTAL 4519 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | 266 | 556 | / | U | / | 1b | 4 | U | 3 | 24 | 241 | U | 1563 |
| PEAK HR VOL : | 0.000 | 0.923 | 0.583 | U.922 | 0.950 | 0.863 | 0.583 | U.905 | 0.438 | 0.667 | 0.500 | U.000 | 0.750 | 0.545 | 0.849 | U.81/ | 0.982 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Northwood Dr/Belmont Ave | | | | Northwood Dr/Belmont Ave | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|----------------|-------------|------------|--------------------------|--------------|-------------|------------|--------------------------|-------------|---------------|------------|---------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 1 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 1 | 63 | 2 | 0 | 37 | 68 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 44 | 0 | 222 |
| 7:15 AM | 0 | 98 | 1 | 0 | 54 | 96 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 53 | 0 | 308 |
| 7:30 AM | 0 | 116 | 1 | 0 | 69 | 118 | 6 | 0 | 4 | 5 | 0 | 0 | 1 | 0 | 54 | 0 | 374 |
| 7:45 AM | 0 | 99 | 4 | 0 | 68 | 119 | 9 | 0 | 3 | 7 | 1 | 0 | 4 | 2 | 72 | 0 | 388 |
| 8:00 AM | 0 | 98 | 1 | 0 | 38 | 82 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 4 | 63 | 0 | 293 |
| 8:15 AM | 0 | 104 | 1 | 0 | 38 | 70 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 53 | 0 | 275 |
| 8:30 AM | 0 | 98 | 1 | 0 | 33 | 79 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 60 | 0 | 280 |
| 8:45 AM | 0 | 116 | 5 | 0 | 42 | 89 | 8 | 0 | 7 | 7 | 0 | 0 | 4 | 4 | 49 | 0 | 331 |
| 9:00 AM | 0 | 106 | 1 | 0 | 32 | 64 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 41 | 0 | 249 |
| 9:15 AM | 0 | 65 | 0 | 0 | 27 | 81 | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 32 | 0 | 212 |
| 9:30 AM | 1 | 52 | 0 | 0 | 35 | 56 | 1 | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 42 | 0 | 195 |
| 9:45 AM | 2 | 61 | 2 | 0 | 36 | 67 | 5 | 0 | 6 | 4 | 0 | 0 | 2 | 1 | 35 | 0 | 221 |
| TOTAL VOLUMES : APPROACH %'s : | 4 0.36% | 1076 97.91% | 19 1.73% | 0 0.00% | 509 33.09% | 989 64.30% | 40 2.60% | 0 0.00% | 34 45.33% | 37 49.33% | 4 5.33% | 0 0.00% | 16 2.52% | 22 3.46% | 598 94.03% | 0 0.00% | TOTAL 3348 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 411 | / | 0 | 229 | 415 | 18 | U | 1U | 1b | 3 | U | 5 | 7 | 242 | 0 | 1363 |
| PEAK HR FACTOR : | U.UUU | U.886 | U.438 | U.UUU | U.830 | U.872 | U.500 | U.UUU | U.625 | U.5/1 | U.3/5 | U.UUU | 0.313 | 0.438 | 0.840 | 0.000 | 0.878 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 76 | 0 | 0 | 44 | 87 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 46 | 0 | 257 |
| 12:15 PM | 0 | 61 | 2 | 0 | 35 | 81 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 55 | 0 | 242 |
| 12:30 PM | 2 | 70 | 1 | 0 | 27 | 87 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 1 | 39 | 0 | 235 |
| 12:45 PM | 1 | 99 | 1 | 0 | 46 | 81 | 2 | 0 | 5 | 5 | 2 | 0 | 0 | 7 | 44 | 0 | 293 |
| 1:00 PM | 1 | 89 | 1 | 0 | 38 | 69 | 2 | 0 | 1 | 5 | 1 | 0 | 0 | 1 | 33 | 0 | 241 |
| 1:15 PM | 1 | 74 | 3 | 0 | 30 | 80 | 6 | 0 | 2 | 4 | 0 | 0 | 1 | 8 | 40 | 0 | 249 |
| 1:30 PM | 1 | 67 | 2 | 0 | 36 | 79 | 2 | 0 | 2 | 3 | 1 | 0 | 1 | 4 | 33 | 0 | 231 |
| 1:45 PM | 0 | 71 | 1 | 0 | 55 | 69 | 4 | 0 | 3 | 2 | 1 | 0 | 1 | 3 | 50 | 0 | 260 |
| TOTAL VOLUMES : APPROACH %'s : | 6 0.96% | 607 97.28% | 11 1.76% | 0 0.00% | 311 32.33% | 633 65.80% | 18 1.87% | 0 0.00% | 18 36.00% | 26 52.00% | 6 12.00% | 0 0.00% | 4 1.08% | 28 7.53% | 340 91.40% | 0 0.00% | TOTAL 2008 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | 152 | 336 | 4 | U | 10 | 12 | 3 | U | 1 | 12 | 184 | 0 | TOTAL 1027 |
| PEAK HR VOL : | 3 | 306 | 4 | U | 0.82b | 0.96b | U.500 | U.UUU | U.500 | 0.600 | U.3/5 | U.UUU | U.250 | 0.429 | 0.836 | U.000 | 0.876 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 93 | 0 | 0 | 53 | 119 | 3 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 48 | 0 | 321 |
| 3:15 PM | 0 | 110 | 0 | 0 | 66 | 101 | 3 | 0 | 4 | 3 | 0 | 0 | 3 | 4 | 40 | 0 | 334 |
| 3:30 PM | 0 | 129 | 3 | 0 | 62 | 108 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 65 | 0 | 380 |
| 3:45 PM | 1 | 119 | 2 | 0 | 66 | 105 | 4 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 57 | 0 | 364 |
| 4:00 PM | 0 | 122 | 1 | 0 | 51 | 132 | 1 | 0 | 6 | 3 | 0 | 0 | 5 | 5 | 43 | 0 | 369 |
| 4:15 PM | 1 | 109 | 1 | 0 | 57 | 125 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 4 | 61 | 0 | 363 |
| 4:30 PM | 0 | 102 | 3 | 0 | 66 | 130 | 3 | 0 | 1 | 4 | 1 | 0 | 1 | 5 | 63 | 0 | 379 |
| 4:45 PM | 0 | 97 | 1 | 0 | 68 | 160 | 0 | 0 | 4 | 6 | 1 | 0 | 1 | 5 | 44 | 0 | 387 |
| 5:00 PM | 0 | 117 | 2 | 0 | 59 | 123 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 70 | 0 | 382 |
| 5:15 PM | 0 | 112 | 0 | 0 | 69 | 135 | 3 | 0 | 2 | 5 | 1 | 0 | 1 | 2 | 61 | 0 | 391 |
| 5:30 PM | 0 | 115 | 4 | 0 | 52 | 125 | 1 | 0 | 4 | 3 | 0 | 0 | 2 | 7 | 56 | 0 | 369 |
| 5:45 PM | 0 | 134 | 2 | 0 | 64 | 117 | 2 | 0 | 1 | 4 | 0 | 0 | 1 | 6 | 64 | 0 | 395 |
| TOTAL VOLUMES : APPROACH %'s : | 2 0.14% | 1359 98.48% | 19 1.38% | 0 0.00% | 733 32.75% | 1480 66.13% | 25 1.12% | 0 0.00% | 45.71% | 33 47.14% | 5 7.14% | 0 0.00% | 18 2.41% | 56 7.51% | 672 90.08% | 0 0.00% | TOTAL 4434 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | 262 | 548 | / | U | / | 1b | 3 | U | 5 | 21 | 28 | 0 | TOTAL 1539 |
| PEAK HR VOL : | 0 | 428 | 6 | U | 0.900 | 0.915 | 0.500 | U.000 | 0.949 | 0.856 | 0.583 | U.000 | 0.438 | 0.667 | 0.750 | U.000 | 0.984 |
| PEAK HR FACTOR : | 0.912 | | | | 0.896 | | | | 0.591 | | | | 0.829 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Northwood Dr/Belmont Ave | | | | Northwood Dr/Belmont Ave | | | | |
|---------------------------------------|----------------------------|--------------------|------------------|------------------|--------------------|--------------------|------------------|------------------|--------------------------|--------------------|-------------------|------------------|--------------------------|-------------------|--------------------|------------------|---------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 1 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 1 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:15 AM | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 7:30 AM | 0 | 5 | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 23 |
| 7:45 AM | 0 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 11 |
| 8:00 AM | 0 | 5 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 18 |
| 8:15 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 8:30 AM | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| 9:00 AM | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 10 |
| 9:15 AM | 1 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 9:30 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 |
| 9:45 AM | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTAL VOLUMES : APPROACH %'s : | 2 NL 5.13% | 34 NT 87.18% | 3 NR 7.69% | 0 NU 0.00% | 17 SL 29.31% | 41 ST 70.69% | 0 SR 0.00% | 0 SU 0.00% | 3 EL 23.08% | 6 ET 46.15% | 4 ER 30.77% | 0 EU 0.00% | 0 WL 0.00% | 1 WT 6.25% | 15 WR 93.75% | 0 WU 0.00% | TOTAL 126 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 15 | 2 | 0 | | | | | 1U | 18 | U | U | 1 | 3 | 2 | U | 59 |
| PEAK HR FACTOR : | U.UUU | U./SU | U.SUU | UUUU | 0.41/ | U.565 | UUUU | UUUU | U.25U | U.375 | U.25U | UUUU | 0.000 | 0.000 | 0.667 | 0.000 | 0.641 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 4 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 12:15 PM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 12:45 PM | 0 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| 1:00 PM | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 13 |
| 1:15 PM | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 12 |
| 1:30 PM | 1 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 1:45 PM | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| TOTAL VOLUMES : APPROACH %'s : | 1 NL 5.56% | 16 NT 88.89% | 1 NR 5.56% | 0 NU 0.00% | 19 SL 44.19% | 24 ST 55.81% | 0 SR 0.00% | 0 SU 0.00% | 0 EL 0.00% | 3 ET 100.00% | 0 ER 0.00% | 0 EU 0.00% | 0 WL 0.00% | 1 WT 5.88% | 16 WR 94.12% | 0 WU 0.00% | TOTAL 81 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 35 |
| PEAK HR VOL : | 0 | 5 | 1 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| PEAK HR FACTOR : | 0.000 | 0.313 | 0.250 | 0.000 | 0.450 | 0.800 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.729 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 11 |
| 3:15 PM | 1 | 2 | 0 | 0 | 4 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 15 |
| 3:30 PM | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| 3:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| 4:00 PM | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 |
| 4:30 PM | 0 | 2 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 |
| 5:15 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 7 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 2 NL 6.06% | 30 NT 90.91% | 1 NR 3.03% | 0 NU 0.00% | 10 SL 33.33% | 18 ST 60.00% | 2 SR 6.67% | 0 SU 0.00% | 2 EL 40.00% | 1 ET 20.00% | 2 ER 40.00% | 0 EU 0.00% | 1 WL 5.88% | 5 WT 29.41% | 11 WR 64.71% | 0 WU 0.00% | TOTAL 85 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 24 |
| PEAK HR VOL : | 0 | 4 | 1 | 0 | 4 | 8 | U | U | U | U | U | U | U | 3 | 5 | U | 0.667 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.250 | 0.000 | 0.333 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.375 | 0.750 | U.500 | 0.667 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Northwood Dr/Belmont Ave | | | | Northwood Dr/Belmont Ave | | | | | |
|---------------------------------------|----------------------------|--------------|-------------|------------|-------------|-------------|-------------|------------|--------------------------|--------------|------------|-------------|--------------------------|--------------|------------|------------|--------------|-------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 1 WR | 0 WU | TOTAL | |
| AM | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 9 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 10 | |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 1 100.00% | 0 0.00% | 0 0.00% | 1 33.33% | 2 66.67% | 0 0.00% | 0 0.00% | 0 0.00% | 22 88.00% | 1 4.00% | 2 8.00% | 0 0.00% | 30 96.77% | 1 3.23% | 0 0.00% | TOTAL 60 | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | U | 1 | U | U | U | 8 | U | U | 0 | 7 | 1 | 0 | 18 | |
| PEAK HR FACTOR : | U.UUU | U.25U | U.UUU | U.UUU | U.UUU | U.25U | U.UUU | U.UUU | U.UUU | U.40U | U.UUU | U.UUU | 0.000 | 0.875 | 0.250 | 0.000 | 0.643 | |
| NOON | | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | |
| 12:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 0 | 0 | 11 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 9 | |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 10 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 4 | 1 | 0 | 16 | |
| TOTAL VOLUMES : APPROACH %'s : | 1 20.00% | 4 80.00% | 0 0.00% | 0 0.00% | 1 33.33% | 1 33.33% | 1 33.33% | 0 0.00% | 0 0.00% | 33 89.19% | 3 8.11% | 1 2.70% | 0 0.00% | 29 96.67% | 1 3.33% | 0 0.00% | TOTAL 75 | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 37 | |
| PEAK HR VOL : | 1 | 2 | 0 | 0 | U | 1 | 1 | 0 | U | 19 | 1 | 1 | U | 11 | 0 | 0 | U | |
| PEAK HR FACTOR : | U.25U | U.25U | U.UUU | U.UUU | U.UUU | U.25U | U.25U | U.UUU | U.UUU | U.792 | U.25U | U.25U | U.UUU | U.688 | U.UUU | U.UUU | U.688 | 0.841 |
| PM | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | |
| 3:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 2 | 0 | 13 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 6 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 1 | 12 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | 0 | 0 | 8 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 7 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 1 | 13 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 8 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 12 | |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 11 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 5 | 1 | 0 | 13 | |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 14 | |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 3 75.00% | 1 25.00% | 0 0.00% | 5 62.50% | 1 12.50% | 2 25.00% | 0 0.00% | 1 1.92% | 44 84.62% | 1 1.92% | 6 11.54% | 0 0.00% | 52 88.14% | 5 8.47% | 2 3.39% | TOTAL 123 | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 44 | |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 3 | 0 | U | U | 1 | 13 | 1 | U | U | 23 | 1 | 1 | U | |
| PEAK HR FACTOR : | U.25U | U.25U | U.000 | U.000 | 0.750 | U.50 | U.000 | U.000 | 0.250 | 0.813 | 0.250 | U.000 | U.000 | 0.821 | 0.250 | 0.250 | U.81 | 0.846 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo

Custom ID: 969
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Northwood Dr/Belmont Ave | | Northwood Dr/Belmont Ave | | TOTAL |
|------------------|----------------------------|---------|-------------|---------|--------------------------|---------|--------------------------|---------|-------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 7:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 8:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 5 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| TOTAL VOLUMES : | EB 9 | WB 6 | EB 1 | WB 2 | NB 2 | SB 0 | NB 2 | SB 5 | TOTAL 27 |
| APPROACH %'s : | 60.00% | 40.00% | 33.33% | 66.67% | 100.00% | 0.00% | 28.57% | 71.43% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 2 | 1 | 2 | 0 | 0 | 1 | 2 | 10 |
| PEAK HR FACTOR : | 0.500 | 0.250 | 0.250 | 0.500 | 0.750 | 0.250 | 0.750 | 0.500 | 0.833 |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|---------|-----------|---------|----------|---------|----------|---------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 4 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:30 PM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 1:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| TOTAL VOLUMES : | EB 1 | WB 2 | EB 1 | WB 0 | NB 5 | SB 0 | NB 0 | SB 1 | TOTAL 10 |
| APPROACH %'s : | 33.33% | 66.67% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 4 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 |

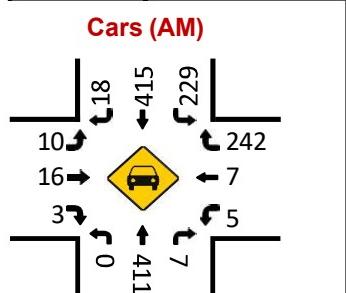
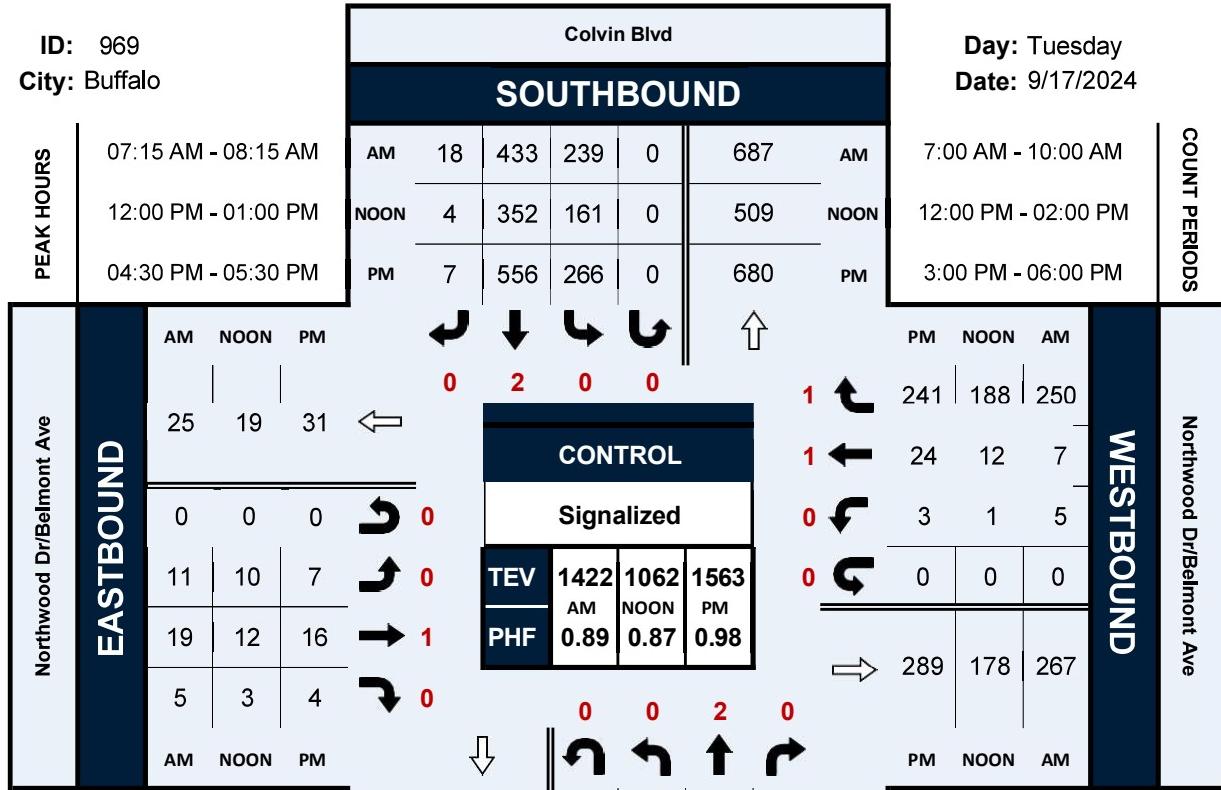
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------|-----------|---------|----------|---------|----------|---------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 3:15 PM | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 |
| 3:30 PM | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 4:00 PM | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 4:30 PM | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 6 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : | EB 20 | WB 14 | EB 1 | WB 1 | NB 3 | SB 2 | NB 5 | SB 0 | TOTAL 46 |
| APPROACH %'s : | 58.82% | 41.18% | 50.00% | 50.00% | 60.00% | 40.00% | 100.00% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 5 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 11 |
| PEAK HR FACTOR : | 0.417 | 0.250 | 0.583 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.458 |

Colvin Blvd & Northwood Dr/Belmont Ave

Peak Hour Turning Movement Count

ID: 969
City: Buffalo

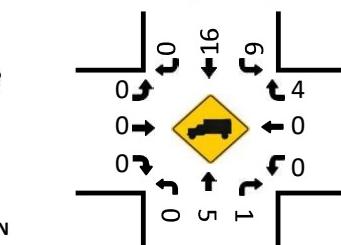
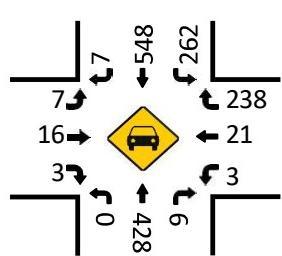
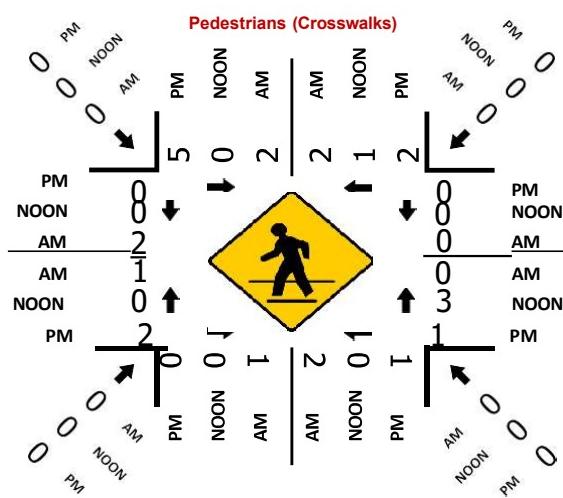
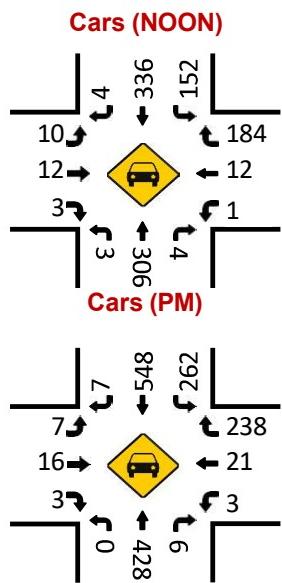
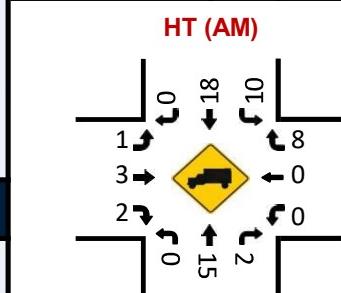
Day: Tuesday
Date: 9/17/2024



NORTHBOUND

| | | | | | | |
|------|-----|---|---|-----|---|------|
| PM | 563 | 0 | 0 | 432 | 7 | PM |
| NOON | 356 | 0 | 3 | 311 | 5 | NOON |
| AM | 443 | 0 | 0 | 426 | 9 | AM |

Colvin Blvd



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Thorncriff Rd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 2081
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Thorncriff Rd | | | | Thorncriff Rd | | | | |
|---------------------------------------|----------------------------|----------------------|-------------------|------------------|-------------------|----------------------|-------------------|------------------|--------------------|--------------------|---------------------|------------------|--------------------|-------------------|--------------------|------------------|----------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 68 | 0 | 0 | 0 | 75 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 150 |
| 7:15 AM | 4 | 81 | 0 | 0 | 0 | 112 | 1 | 0 | 2 | 2 | 9 | 0 | 1 | 1 | 0 | 0 | 213 |
| 7:30 AM | 5 | 117 | 0 | 0 | 0 | 145 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 275 |
| 7:45 AM | 15 | 110 | 1 | 0 | 1 | 154 | 3 | 0 | 6 | 3 | 41 | 0 | 2 | 2 | 1 | 0 | 339 |
| 8:00 AM | 12 | 104 | 0 | 0 | 1 | 108 | 1 | 0 | 5 | 0 | 41 | 0 | 2 | 1 | 4 | 0 | 279 |
| 8:15 AM | 1 | 93 | 0 | 0 | 2 | 74 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 180 |
| 8:30 AM | 1 | 95 | 0 | 0 | 0 | 90 | 2 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 196 |
| 8:45 AM | 6 | 101 | 1 | 0 | 3 | 90 | 5 | 0 | 10 | 0 | 19 | 0 | 3 | 1 | 0 | 0 | 239 |
| 9:00 AM | 7 | 100 | 1 | 0 | 0 | 63 | 4 | 0 | 7 | 1 | 30 | 0 | 1 | 2 | 0 | 0 | 216 |
| 9:15 AM | 3 | 58 | 0 | 0 | 1 | 74 | 6 | 0 | 4 | 2 | 10 | 0 | 1 | 0 | 1 | 0 | 160 |
| 9:30 AM | 5 | 57 | 1 | 0 | 1 | 67 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 140 |
| 9:45 AM | 4 | 61 | 1 | 0 | 0 | 58 | 8 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 140 |
| TOTAL VOLUMES : APPROACH %'s : | NL 65 5.83% | NT 1045 93.72% | NR 5 0.45% | NU 0 0.00% | SL 9 0.78% | ST 110 95.85% | SR 39 3.37% | SU 0 0.00% | EL 43 19.20% | ET 12 5.36% | ER 169 75.45% | EU 0 0.00% | WL 14 46.67% | WT 9 30.00% | WR 7 23.33% | WU 0 0.00% | TOTAL 2527 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 36 | 412 | 1 | 0 | 2 | 519 | 9 | U | 14 | 6 | 93 | U | 5 | 4 | 5 | 0 | 1106 |
| PEAK HR FACTOR : | U.600 | U.880 | U.250 | U.UUU | U.500 | U.843 | U.563 | U.UUU | U.583 | U.500 | U.563 | U.UUU | 0.625 | 0.500 | 0.313 | 0.000 | 0.816 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 5 | 91 | 2 | 0 | 0 | 97 | 3 | 0 | 1 | 1 | 6 | 0 | 2 | 0 | 1 | 0 | 209 |
| 12:15 PM | 2 | 55 | 2 | 0 | 2 | 95 | 1 | 0 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 167 |
| 12:30 PM | 3 | 71 | 0 | 0 | 1 | 98 | 6 | 0 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 188 |
| 12:45 PM | 5 | 94 | 1 | 0 | 0 | 89 | 1 | 0 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 202 |
| 1:00 PM | 6 | 84 | 0 | 0 | 1 | 73 | 2 | 0 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 177 |
| 1:15 PM | 1 | 80 | 1 | 0 | 1 | 74 | 2 | 0 | 3 | 2 | 5 | 0 | 0 | 2 | 0 | 0 | 171 |
| 1:30 PM | 2 | 80 | 1 | 0 | 2 | 86 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 179 |
| 1:45 PM | 1 | 74 | 1 | 0 | 0 | 80 | 3 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 172 |
| TOTAL VOLUMES : APPROACH %'s : | NL 25 3.78% | NT 629 95.02% | NR 8 1.21% | NU 0 0.00% | SL 7 0.97% | ST 692 96.24% | SR 20 2.78% | SU 0 0.00% | EL 24 35.82% | ET 7 10.45% | ER 36 53.73% | EU 0 0.00% | WL 9 52.94% | WT 2 11.76% | WR 6 35.29% | WU 0 0.00% | TOTAL 1465 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 15 | 311 | 5 | 0 | 3 | 379 | 11 | U | 14 | 3 | 16 | U | 8 | 0 | 1 | 0 | 766 |
| PEAK HR FACTOR : | U.5/0 | U.82/ | U.625 | U.UUU | U.5/5 | U.96/ | U.498 | U.UUU | U.583 | U.5/5 | U.66/ | U.UUU | U.500 | U.000 | U.250 | U.000 | 0.916 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 98 | 2 | 0 | 0 | 124 | 2 | 0 | 5 | 5 | 28 | 0 | 1 | 1 | 0 | 0 | 269 |
| 3:15 PM | 8 | 131 | 3 | 0 | 0 | 94 | 5 | 1 | 8 | 0 | 16 | 0 | 2 | 1 | 0 | 0 | 269 |
| 3:30 PM | 4 | 144 | 0 | 0 | 2 | 110 | 4 | 0 | 7 | 2 | 26 | 0 | 1 | 0 | 2 | 0 | 302 |
| 3:45 PM | 3 | 125 | 3 | 0 | 0 | 119 | 0 | 0 | 6 | 2 | 8 | 0 | 1 | 1 | 2 | 0 | 270 |
| 4:00 PM | 4 | 128 | 3 | 0 | 1 | 123 | 3 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 3 | 0 | 273 |
| 4:15 PM | 6 | 113 | 2 | 0 | 0 | 126 | 3 | 0 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 261 |
| 4:30 PM | 9 | 104 | 0 | 0 | 0 | 142 | 1 | 0 | 6 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 271 |
| 4:45 PM | 25 | 104 | 2 | 0 | 0 | 150 | 11 | 0 | 5 | 3 | 5 | 0 | 1 | 0 | 2 | 0 | 308 |
| 5:00 PM | 11 | 121 | 1 | 0 | 1 | 124 | 8 | 0 | 1 | 1 | 6 | 0 | 0 | 1 | 3 | 0 | 278 |
| 5:15 PM | 12 | 116 | 3 | 0 | 0 | 131 | 5 | 0 | 1 | 4 | 9 | 0 | 0 | 2 | 0 | 0 | 283 |
| 5:30 PM | 7 | 119 | 1 | 0 | 2 | 124 | 7 | 0 | 5 | 4 | 8 | 0 | 2 | 0 | 0 | 0 | 279 |
| 5:45 PM | 14 | 137 | 1 | 0 | 2 | 140 | 4 | 0 | 4 | 1 | 18 | 0 | 1 | 0 | 2 | 0 | 324 |
| TOTAL VOLUMES : APPROACH %'s : | NL 104 6.65% | NT 1440 92.01% | NR 21 1.34% | NU 0 0.00% | SL 10 0.64% | ST 1507 95.93% | SR 53 3.37% | SU 1 0.06% | EL 24 24.77% | ET 28 12.61% | ER 139 62.61% | EU 0 0.00% | WL 9 31.03% | WT 6 20.69% | WR 14 48.28% | WU 0 0.00% | TOTAL 3387 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 44 | 493 | 6 | 0 | 5 | 519 | 24 | U | 11 | 10 | 41 | U | 3 | 3 | 5 | 0 | 1164 |
| PEAK HR FACTOR : | U.786 | U.900 | U.500 | U.000 | U.625 | U.927 | U.750 | U.000 | U.550 | U.625 | U.569 | U.000 | U.375 | U.375 | U.417 | U.000 | 0.898 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Thorncriff Rd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 2081
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Thorncriff Rd | | | | Thorncriff Rd | | | | |
|---------------------------------------|----------------------------|----------------|------------|------------|-------------------|----------------|-------------|------------|------------------|-------------|---------------|------------|------------------|-------------|-------------|------------|-----------------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 64 | 0 | 0 | 0 | 71 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 142 |
| 7:15 AM | 3 | 79 | 0 | 0 | 0 | 109 | 1 | 0 | 1 | 2 | 8 | 0 | 1 | 1 | 0 | 0 | 205 |
| 7:30 AM | 5 | 112 | 0 | 0 | 0 | 138 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 263 |
| 7:45 AM | 15 | 107 | 0 | 0 | 1 | 149 | 3 | 0 | 6 | 3 | 41 | 0 | 2 | 2 | 1 | 0 | 330 |
| 8:00 AM | 12 | 101 | 0 | 0 | 1 | 102 | 1 | 0 | 5 | 0 | 37 | 0 | 2 | 1 | 4 | 0 | 266 |
| 8:15 AM | 1 | 87 | 0 | 0 | 2 | 70 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 170 |
| 8:30 AM | 1 | 93 | 0 | 0 | 0 | 87 | 2 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 190 |
| 8:45 AM | 6 | 100 | 1 | 0 | 2 | 88 | 5 | 0 | 10 | 0 | 19 | 0 | 3 | 1 | 0 | 0 | 235 |
| 9:00 AM | 7 | 94 | 1 | 0 | 0 | 63 | 4 | 0 | 7 | 1 | 26 | 0 | 1 | 2 | 0 | 0 | 206 |
| 9:15 AM | 2 | 57 | 0 | 0 | 1 | 73 | 6 | 0 | 4 | 2 | 8 | 0 | 1 | 0 | 1 | 0 | 155 |
| 9:30 AM | 5 | 56 | 0 | 0 | 1 | 61 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 132 |
| 9:45 AM | 4 | 57 | 1 | 0 | 0 | 57 | 7 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 133 |
| TOTAL VOLUMES : APPROACH %'s : | 63 5.87% | 1007 93.85% | 3 0.26% | 0 0.00% | 8 0.72% | 1068 95.87% | 38 3.41% | 0 0.00% | 42 19.91% | 12 5.69% | 157 74.41% | 0 0.00% | 14 48.28% | 8 27.59% | 7 24.14% | 0 0.00% | TOTAL 2427 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1064 |
| PEAK HR VOL : | 35 0.883 | 399 0.891 | 0 0.000 | 0 0.000 | 2 0.500 | 498 0.83b | 9 0.563 | U 0.000 | 13 0.542 | 6 0.500 | 88 0.533 | U 0.000 | 5 0.625 | 4 0.500 | 5 0.313 | 0 0.000 | 0.806 |
| PEAK HR FACTOR : | 0.889 | | | | 0.832 | | | | 0.535 | | | | | | | | |

| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---------------------------------------|----------------------------|---------------|------------|------------|------------|---------------|-------------|------------|--------------|-------------|--------------|------------|-------------|-------------|-------------|------------|-----------------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 12:00 PM | 4 | 86 | 2 | 0 | 0 | 95 | 3 | 0 | 1 | 1 | 5 | 0 | 2 | 0 | 1 | 0 | 200 |
| 12:15 PM | 2 | 55 | 2 | 0 | 2 | 91 | 1 | 0 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 163 |
| 12:30 PM | 3 | 70 | 0 | 0 | 1 | 94 | 6 | 0 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 183 |
| 12:45 PM | 5 | 93 | 1 | 0 | 0 | 87 | 1 | 0 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 199 |
| 1:00 PM | 6 | 82 | 0 | 0 | 1 | 70 | 2 | 0 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 172 |
| 1:15 PM | 1 | 78 | 1 | 0 | 1 | 69 | 2 | 0 | 3 | 2 | 5 | 0 | 0 | 2 | 0 | 0 | 164 |
| 1:30 PM | 2 | 75 | 1 | 0 | 1 | 86 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 173 |
| 1:45 PM | 1 | 69 | 1 | 0 | 0 | 77 | 3 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 164 |
| TOTAL VOLUMES : APPROACH %'s : | 24 3.75% | 608 95.00% | 8 1.25% | 0 0.00% | 6 0.86% | 669 96.26% | 20 2.88% | 0 0.00% | 24 36.36% | 7 10.61% | 35 53.03% | 0 0.00% | 9 52.94% | 2 11.76% | 6 35.29% | 0 0.00% | TOTAL 1418 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 745 |
| PEAK HR VOL : | 14 U./UU | 304 0.811 | 5 0.625 | 0 0.000 | 3 0.535 | 367 0.966 | 11 0.498 | 0 0.000 | 14 0.583 | 3 0.535 | 15 0.750 | 0 0.000 | 8 0.500 | 0 0.000 | 1 0.250 | 0 0.000 | 0.931 |
| PEAK HR FACTOR : | 0.816 | | | | 0.943 | | | | 0.889 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|------------|----------------|-------------|------------|--------------|--------------|---------------|------------|-------------|-------------|--------------|------------|-----------------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 3:00 PM | 1 | 92 | 1 | 0 | 2 | 122 | 2 | 0 | 5 | 4 | 23 | 0 | 1 | 1 | 0 | 0 | 254 |
| 3:15 PM | 8 | 125 | 3 | 0 | 0 | 92 | 5 | 0 | 8 | 0 | 15 | 0 | 2 | 1 | 0 | 0 | 259 |
| 3:30 PM | 3 | 137 | 0 | 0 | 2 | 106 | 4 | 0 | 7 | 2 | 26 | 0 | 1 | 0 | 2 | 0 | 290 |
| 3:45 PM | 3 | 121 | 3 | 0 | 0 | 118 | 0 | 0 | 5 | 1 | 6 | 0 | 1 | 1 | 2 | 0 | 261 |
| 4:00 PM | 4 | 123 | 2 | 0 | 1 | 122 | 3 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 3 | 0 | 266 |
| 4:15 PM | 6 | 111 | 2 | 0 | 0 | 123 | 3 | 0 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 256 |
| 4:30 PM | 9 | 102 | 0 | 0 | 0 | 138 | 1 | 0 | 6 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 265 |
| 4:45 PM | 25 | 103 | 2 | 0 | 0 | 149 | 11 | 0 | 5 | 3 | 5 | 0 | 1 | 0 | 2 | 0 | 306 |
| 5:00 PM | 10 | 121 | 1 | 0 | 1 | 123 | 8 | 0 | 1 | 1 | 6 | 0 | 0 | 1 | 3 | 0 | 276 |
| 5:15 PM | 12 | 115 | 3 | 0 | 0 | 127 | 5 | 0 | 1 | 4 | 9 | 0 | 0 | 2 | 0 | 0 | 278 |
| 5:30 PM | 7 | 119 | 1 | 0 | 1 | 124 | 7 | 0 | 5 | 4 | 8 | 0 | 2 | 0 | 0 | 0 | 278 |
| 5:45 PM | 14 | 135 | 1 | 0 | 2 | 140 | 4 | 0 | 4 | 1 | 18 | 0 | 1 | 0 | 2 | 0 | 322 |
| TOTAL VOLUMES : APPROACH %'s : | 102 6.69% | 1404 92.07% | 19 1.25% | 0 0.00% | 9 0.58% | 1484 95.99% | 53 3.43% | 0 0.00% | 54 25.59% | 26 12.32% | 131 62.09% | 0 0.00% | 9 31.03% | 6 20.69% | 14 48.28% | 0 0.00% | TOTAL 3311 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 1154 |
| PEAK HR VOL : | 43 0.768 | 490 0.907 | 6 0.500 | 0 0.000 | 4 0.500 | 514 0.918 | 24 0.750 | 0 0.000 | 11 0.550 | 10 0.625 | 41 0.569 | 0 0.000 | 3 0.375 | 3 0.375 | 5 0.417 | 0 0.000 | 0.896 |
| PEAK HR FACTOR : | 0.898 | | | | 0.928 | | | | 0.64 | | | | 0.688 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Thornciff Rd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 2081
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Thorndcliff Rd | | | | Thorndcliff Rd | | | | |
|-------------------------|----------------------------|----------|------------|---------|-------------|----------|-----------|---------|----------------|---------|------------|---------|----------------|---------|-----------|---------|--------------|
| | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | |
| AM | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 7:00 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 AM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 AM | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 AM | 0 | 3 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 AM | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 AM | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 AM | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:45 AM | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| TOTAL VOLUMES : | NL 2 | NT 38 | NR 2 | NU 0 | SL 1 | ST 42 | SR 1 | SU 0 | EL 1 | ET 0 | ER 12 | EU 0 | WL 0 | WT 1 | WR 0 | WU 0 | TOTAL 100 |
| APPROACH %'s: | 4.76% | 90.48% | 4.76% | 0.00% | 2.27% | 95.45% | 2.27% | 0.00% | 7.69% | 0.00% | 92.31% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| PEAK HR: | 07:15 AM - 08:15 AM | | | | U | z1 | U | U | 1 | U | 5 | U | 0 | 0 | 0 | 0 | TOTAL 42 |
| PEAK HR VOL: | 1 | 13 | 1 | 0 | U..UU | U./U | UUUU | UUUU | U..ZU | U.UUU | U..13 | UUUU | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | U..ZU | U..UU | U..ZU | UUUU | 0.750 | | | | 0.3/5 | | | | 0.000 | 0.000 | 0.000 | 0.000 | 0.808 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Thorncriff Rd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 2081
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Thorncriff Rd | | | | Thorncriff Rd | | | | |
|---------------------------------------|----------------------------|--------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|--------------------|--------------------|------------------|------------------|------------------|--------------------|------------------|------------------|--------------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | NL 2 66.67% | NT 1 33.33% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 2 66.67% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 1 100.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 1 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 4 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | U | U | U | U | U | U | U | U | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR : | U.UUU | U.25U | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 2 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 2 66.67% | SR 1 33.33% | SU 0 0.00% | EL 2 100.00% | ET 0 0.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 0 0.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 7 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 3 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 3 60.00% | SR 2 40.00% | SU 0 0.00% | EL 0 0.00% | ET 3 100.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 0 0.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 11 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| PEAK HR FACTOR : | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.625 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Thornciff Rd
City: Buffalo

Custom ID: 2081
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Thornciff Rd | | Thornciff Rd | | TOTAL |
|-----------------------------------|----------------------------|--------------------|------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 7 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | EB 0 0.00% | WB 1 100.00% | EB 0 0.00% | WB 1 100.00% | NB 7 87.50% | SB 1 12.50% | NB 1 20.00% | SB 4 80.00% | TOTAL 15 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-----------------------------------|----------------------------|------------------|--------------|-------------------|-------------------|-------------------|--------------------|------------------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 1:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | EB 1 100.00% | WB 0 0.00% | EB 0 0 | WB 0 57.14% | NB 4 57.14% | SB 3 42.86% | NB 6 100.00% | SB 0 0.00% | TOTAL 14 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 12 |
| PEAK HR FACTOR : | | | | | 0.375 | 0.375 | 0.500 | 0.500 | 0.600 |

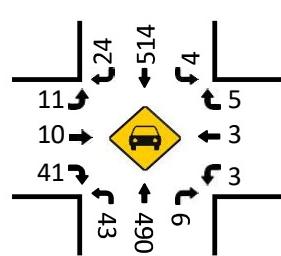
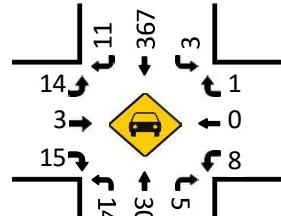
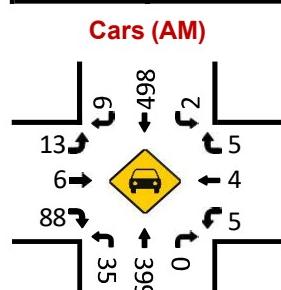
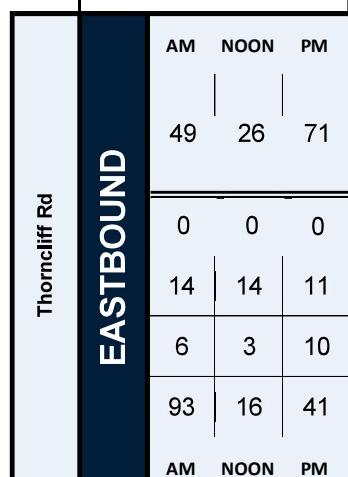
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-----------------------------------|----------------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 0 | 6 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | EB 1 100.00% | WB 0 0.00% | EB 4 66.67% | WB 2 33.33% | NB 3 42.86% | SB 4 57.14% | NB 8 61.54% | SB 5 38.46% | TOTAL 27 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 0 | 2 | 0 | 3 | 4 | 4 | 14 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.250 | 0.250 | 0.375 | 0.375 | 0.333 | 0.500 | 0.700 |

Colvin Blvd & Thorncliff Rd

Peak Hour Turning Movement Count

ID: 2081
City: Buffalo

| | |
|-------------------|---------------------|
| PEAK HOURS | 07:15 AM - 08:15 AM |
| | 12:00 PM - 01:00 PM |
| | 05:00 PM - 06:00 PM |



| SOUTHBOUND | | | | | | |
|------------|----|-----|---|---|-----|------|
| AM | 9 | 519 | 2 | 0 | 431 | AM |
| NOON | 11 | 379 | 3 | 0 | 326 | NOON |
| PM | 24 | 519 | 5 | 0 | 509 | PM |
| | ◀ | ▼ | ◀ | ▶ | ↑ | |

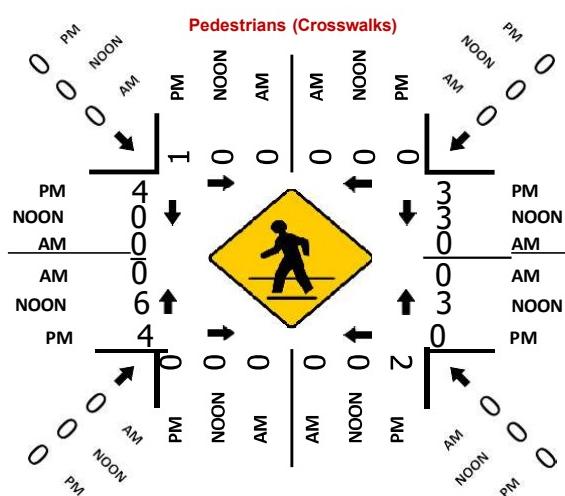
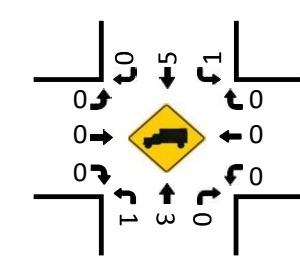
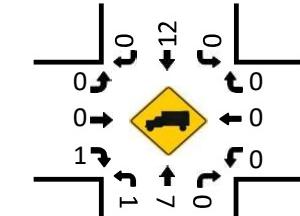
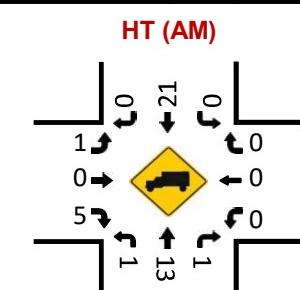


| | | | | | | |
|------|-----|---|----|-----|---|------|
| | 0 | 0 | 0 | 2 | 0 | |
| PM | 563 | 0 | 44 | 493 | 6 | PM |
| NOON | 403 | 0 | 15 | 311 | 5 | NOON |
| AM | 617 | 0 | 36 | 412 | 1 | AM |



Day: Tuesday
Date: 9/17/2024

7:00 AM - 10:00 AM
12:00 PM - 02:00 PM
3:00 PM - 06:00 PM



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo
Control: Signalized

Custom ID: 426
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Sheridan Dr | | | | Sheridan Dr | | | | |
|---------------------------------------|----------------------------|-------------------|------------------|------------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|-------------|----------------|--------------|-------------|-------------|----------------------|
| | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 4 ET | 0 ER | 0 EU | 1 WL | 4 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND | | | | | | | | | | | | | |
| 7:00 AM | 30 | 55 | 34 | 0 | 3 | 52 | 12 | 0 | 10 | 93 | 19 | 1 | 24 | 112 | 6 | 0 | 451 |
| 7:15 AM | 52 | 72 | 36 | 0 | 12 | 67 | 16 | 0 | 8 | 132 | 30 | 1 | 25 | 129 | 5 | 2 | 587 |
| 7:30 AM | 50 | 96 | 50 | 0 | 11 | 89 | 15 | 0 | 20 | 164 | 29 | 1 | 28 | 160 | 4 | 0 | 717 |
| 7:45 AM | 66 | 103 | 53 | 0 | 17 | 118 | 42 | 0 | 12 | 146 | 34 | 1 | 24 | 153 | 9 | 1 | 779 |
| 8:00 AM | 43 | 109 | 48 | 0 | 11 | 113 | 31 | 0 | 17 | 131 | 19 | 2 | 20 | 148 | 14 | 0 | 706 |
| 8:15 AM | 31 | 72 | 42 | 0 | 9 | 42 | 21 | 0 | 20 | 120 | 24 | 0 | 23 | 117 | 3 | 2 | 526 |
| 8:30 AM | 37 | 78 | 31 | 0 | 9 | 62 | 18 | 0 | 9 | 130 | 25 | 0 | 26 | 126 | 7 | 2 | 560 |
| 8:45 AM | 39 | 82 | 41 | 0 | 16 | 63 | 23 | 0 | 16 | 171 | 17 | 2 | 20 | 135 | 9 | 1 | 635 |
| 9:00 AM | 51 | 81 | 43 | 0 | 11 | 60 | 27 | 0 | 14 | 133 | 29 | 0 | 20 | 146 | 11 | 1 | 627 |
| 9:15 AM | 36 | 48 | 43 | 0 | 10 | 49 | 21 | 0 | 14 | 134 | 15 | 1 | 17 | 139 | 3 | 1 | 531 |
| 9:30 AM | 30 | 43 | 40 | 0 | 10 | 40 | 23 | 0 | 20 | 133 | 20 | 1 | 23 | 137 | 6 | 2 | 528 |
| 9:45 AM | 19 | 40 | 51 | 0 | 11 | 40 | 14 | 0 | 22 | 160 | 12 | 7 | 23 | 122 | 8 | 1 | 530 |
| TOTAL VOLUMES : APPROACH %'s : | 484 25.81% | 879 46.88% | 512 27.31% | 0 0.00% | SL 10.94% | ST 66.92% | SR 22.14% | SU 0.00% | EL 8.59% | ET 77.73% | ER 12.88% | EU 0.80% | WL 13.68% | WT 81.40% | WR 4.26% | WU 0.65% | TOTAL 7177 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 211 U.799 | 380 0.82/ | 18/ 0.882 | 0 0.000 | 51 U.750 | 38/ 0.820 | 10/ 0.619 | U 0.000 | 5/ U.13 | 5/3 0.8/3 | 11/ 0.824 | 5 U.625 | 97 0.866 | 590 0.922 | 32 0.571 | 3 0.375 | TOTAL 2789 |
| PEAK HR FACTOR : | 0.876 | | | | 0.766 | | | | 0.873 | | | | 0.940 | | | | 0.895 |
| NOON | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND | | | | | | | | | | | | | |
| 12:00 PM | 39 | 61 | 47 | 0 | 11 | 62 | 34 | 0 | 26 | 156 | 24 | 3 | 39 | 161 | 11 | 1 | 675 |
| 12:15 PM | 32 | 39 | 39 | 0 | 22 | 58 | 20 | 0 | 11 | 174 | 24 | 0 | 30 | 192 | 10 | 0 | 651 |
| 12:30 PM | 40 | 51 | 41 | 0 | 14 | 68 | 24 | 0 | 21 | 171 | 21 | 4 | 31 | 169 | 6 | 0 | 661 |
| 12:45 PM | 31 | 74 | 49 | 0 | 13 | 62 | 24 | 0 | 28 | 162 | 21 | 5 | 37 | 183 | 9 | 3 | 701 |
| 1:00 PM | 28 | 65 | 28 | 0 | 11 | 48 | 13 | 0 | 17 | 171 | 22 | 3 | 38 | 156 | 11 | 1 | 612 |
| 1:15 PM | 24 | 55 | 41 | 0 | 17 | 48 | 16 | 0 | 21 | 155 | 19 | 2 | 37 | 164 | 9 | 1 | 609 |
| 1:30 PM | 30 | 59 | 38 | 0 | 8 | 63 | 21 | 0 | 23 | 179 | 14 | 2 | 31 | 156 | 10 | 1 | 635 |
| 1:45 PM | 33 | 58 | 46 | 0 | 15 | 59 | 18 | 0 | 17 | 138 | 24 | 2 | 31 | 149 | 11 | 0 | 601 |
| TOTAL VOLUMES : APPROACH %'s : | 257 24.52% | 462 44.08% | 329 31.39% | 0 0.00% | SL 14.82% | ST 62.48% | SR 22.70% | SU 0.00% | EL 9.88% | ET 78.67% | ER 10.18% | EU 1.27% | WL 16.23% | WT 78.79% | WR 4.56% | WU 0.41% | TOTAL 5145 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | 60 U.682 | | | | 250 0.919 | | | | 102 U.790 | | | | TOTAL 2688 |
| PEAK HR VOL : | 142 U.888 | 225 0.760 | 176 0.898 | 0 0.000 | 60 0.963 | | | | 86 U.768 | | | | 90 0.938 | | | | 0.959 |
| PM | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND | | | | | | | | | | | | | |
| 3:00 PM | 43 | 70 | 42 | 0 | 16 | 123 | 29 | 0 | 21 | 189 | 27 | 2 | 46 | 192 | 14 | 3 | 817 |
| 3:15 PM | 16 | 98 | 50 | 0 | 21 | 95 | 21 | 0 | 23 | 213 | 38 | 0 | 57 | 185 | 18 | 1 | 836 |
| 3:30 PM | 42 | 98 | 36 | 0 | 30 | 84 | 29 | 0 | 37 | 206 | 37 | 1 | 36 | 181 | 10 | 1 | 828 |
| 3:45 PM | 33 | 82 | 35 | 0 | 13 | 90 | 29 | 0 | 22 | 165 | 37 | 4 | 42 | 204 | 12 | 2 | 770 |
| 4:00 PM | 42 | 85 | 42 | 0 | 19 | 111 | 18 | 0 | 34 | 215 | 33 | 3 | 52 | 178 | 13 | 4 | 849 |
| 4:15 PM | 36 | 82 | 50 | 0 | 7 | 90 | 28 | 0 | 22 | 184 | 28 | 3 | 43 | 197 | 15 | 0 | 785 |
| 4:30 PM | 48 | 86 | 39 | 0 | 17 | 104 | 26 | 0 | 15 | 213 | 54 | 6 | 50 | 197 | 15 | 1 | 871 |
| 4:45 PM | 46 | 92 | 37 | 0 | 10 | 106 | 15 | 0 | 31 | 190 | 44 | 3 | 50 | 196 | 15 | 0 | 835 |
| 5:00 PM | 44 | 87 | 39 | 0 | 13 | 97 | 23 | 0 | 27 | 240 | 33 | 4 | 49 | 210 | 9 | 1 | 876 |
| 5:15 PM | 57 | 104 | 56 | 0 | 8 | 100 | 21 | 0 | 13 | 220 | 36 | 4 | 53 | 186 | 12 | 0 | 870 |
| 5:30 PM | 28 | 98 | 39 | 0 | 13 | 107 | 22 | 0 | 21 | 172 | 36 | 3 | 52 | 209 | 10 | 1 | 811 |
| 5:45 PM | 44 | 105 | 41 | 0 | 18 | 110 | 22 | 0 | 29 | 191 | 22 | 1 | 37 | 176 | 10 | 0 | 806 |
| TOTAL VOLUMES : APPROACH %'s : | 479 23.12% | 1087 52.46% | 506 24.42% | 0 0.00% | SL 10.98% | ST 72.23% | SR 16.80% | SU 0.00% | EL 9.36% | ET 76.08% | ER 13.48% | EU 1.08% | WL 18.62% | WT 75.89% | WR 5.02% | WU 0.46% | TOTAL 9954 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | 48 0.706 | | | | 40/ 0.918 | | | | 85 0.817 | | | | TOTAL 3452 |
| PEAK HR VOL : | 195 0.855 | 369 0.887 | 171 0.763 | 0 0.000 | 48 0.918 | | | | 863 0.694 | | | | 16/ 0.899 | | | | 0.985 |
| PEAK HR FACTOR : | 0.847 | | | | 0.708 | | | | 1/ 0.773 | | | | 0.708 U.932 | | | | 0.985 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo
Control: Signalized

Custom ID: 426
Date: 9/17/2024

| Data - Cars | | | | | | | | | | | | | | | | | | |
|--------------------------------|---------------------|----------------------|---------------------|------------------|---------------------|----------------------|---------------------|------------------|--------------------|----------------------|---------------------|-------------------|---------------------|----------------------|--------------------|-------------------|-----------------|-------|
| NS/EW Streets: | | Colvin Blvd | | | | Colvin Blvd | | | | Sheridan Dr | | | | Sheridan Dr | | | | |
| AM | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | TOTAL | | | |
| 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 4 ET | 0 ER | 0 EU | 1 WL | 4 WT | 0 WR | 0 WU | | | |
| 7:00 AM | 30 | 54 | 33 | 0 | 3 | 49 | 11 | 0 | 7 | 87 | 17 | 1 | 24 | 110 | 6 | 0 | 432 | |
| 7:15 AM | 48 | 71 | 34 | 0 | 12 | 63 | 15 | 0 | 7 | 116 | 29 | 1 | 23 | 121 | 5 | 1 | 546 | |
| 7:30 AM | 48 | 92 | 49 | 0 | 10 | 86 | 14 | 0 | 19 | 159 | 25 | 1 | 27 | 155 | 4 | 0 | 689 | |
| 7:45 AM | 64 | 101 | 52 | 0 | 17 | 114 | 39 | 0 | 11 | 134 | 34 | 1 | 24 | 148 | 9 | 1 | 749 | |
| 8:00 AM | 42 | 107 | 45 | 0 | 9 | 108 | 29 | 0 | 16 | 120 | 15 | 2 | 20 | 135 | 13 | 0 | 661 | |
| 8:15 AM | 30 | 69 | 41 | 0 | 9 | 39 | 21 | 0 | 19 | 112 | 20 | 0 | 23 | 109 | 3 | 2 | 497 | |
| 8:30 AM | 32 | 76 | 29 | 0 | 9 | 61 | 17 | 0 | 9 | 126 | 22 | 0 | 26 | 122 | 6 | 2 | 537 | |
| 8:45 AM | 39 | 82 | 40 | 0 | 15 | 61 | 23 | 0 | 16 | 170 | 15 | 2 | 20 | 130 | 9 | 1 | 623 | |
| 9:00 AM | 45 | 79 | 43 | 0 | 11 | 60 | 23 | 0 | 13 | 127 | 28 | 0 | 20 | 127 | 8 | 1 | 585 | |
| 9:15 AM | 36 | 47 | 42 | 0 | 10 | 48 | 19 | 0 | 13 | 127 | 15 | 1 | 17 | 133 | 2 | 1 | 511 | |
| 9:30 AM | 29 | 41 | 39 | 0 | 9 | 37 | 22 | 0 | 20 | 129 | 20 | 1 | 22 | 129 | 6 | 2 | 506 | |
| 9:45 AM | 19 | 38 | 51 | 0 | 10 | 39 | 14 | 0 | 21 | 151 | 12 | 7 | 23 | 118 | 7 | 1 | 511 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 142 25.43% | NT 857 47.17% | NR 498 27.41% | NU 0 0.00% | SL 124 10.92% | ST 765 67.34% | SR 247 21.74% | SU 0 0.00% | EL 171 8.56% | ET 1558 77.98% | ER 252 12.61% | EU 17 0.85% | WL 269 14.19% | WT 1537 81.07% | WR 78 4.11% | WU 12 0.63% | TOTAL 6847 | |
| PEAK HR VOL : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 2645 | |
| PEAK HR FACTOR : | Z02 U./.89 | Z1/1 U.86/ | Z180 U.865 | U | 48 U./Ub | Z1/1 U.814 | Z1/1 U.622 | U | 53 U.69/ | Z1/1 U.832 | Z1/1 U./5/ | 5 U.625 | 94 0.870 | Z1/1 U.846 | Z1/1 U.902 | Z1/1 0.596 | Z1/1 0.500 | 0.883 |
| NOON | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | TOTAL | | | |
| 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 4 ET | 0 ER | 0 EU | 1 WL | 4 WT | 0 WR | 0 WU | | | |
| 12:00 PM | 37 | 58 | 46 | 0 | 10 | 61 | 33 | 0 | 25 | 155 | 23 | 3 | 39 | 157 | 11 | 1 | 659 | |
| 12:15 PM | 32 | 39 | 38 | 0 | 22 | 54 | 20 | 0 | 11 | 171 | 24 | 0 | 30 | 186 | 10 | 0 | 637 | |
| 12:30 PM | 37 | 51 | 40 | 0 | 14 | 66 | 24 | 0 | 20 | 166 | 20 | 4 | 31 | 166 | 6 | 0 | 645 | |
| 12:45 PM | 30 | 72 | 48 | 0 | 13 | 59 | 24 | 0 | 28 | 159 | 21 | 5 | 37 | 180 | 9 | 3 | 688 | |
| 1:00 PM | 25 | 63 | 28 | 0 | 9 | 48 | 13 | 0 | 17 | 168 | 21 | 3 | 38 | 154 | 11 | 1 | 599 | |
| 1:15 PM | 24 | 54 | 40 | 0 | 16 | 44 | 16 | 0 | 20 | 153 | 18 | 2 | 37 | 160 | 9 | 1 | 594 | |
| 1:30 PM | 30 | 57 | 38 | 0 | 8 | 63 | 21 | 0 | 22 | 175 | 14 | 2 | 31 | 152 | 8 | 1 | 622 | |
| 1:45 PM | 33 | 55 | 46 | 0 | 15 | 56 | 18 | 0 | 15 | 137 | 22 | 2 | 30 | 147 | 11 | 0 | 587 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 248 24.29% | NT 449 43.98% | NR 324 31.73% | NU 0 0.00% | SL 107 14.72% | ST 451 62.04% | SR 169 23.25% | SU 0 0.00% | EL 158 9.72% | ET 1284 78.97% | ER 163 10.02% | EU 21 1.29% | WL 273 16.48% | WT 1302 78.58% | WR 75 4.53% | WU 7 0.42% | TOTAL 5031 | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 2629 | |
| PEAK HR VOL : | Z16 U./.919 | Z220 U./.64 | Z1/2 U.896 | U | 59 U./.6/U | Z240 U.909 | Z101 U./.65 | U | 84 U./.5/U | Z651 U.952 | Z88 U.91/ | 12 U.60U | 13/7 U./.8/U | Z689 U.926 | Z36 U.818 | Z4 U.533 | Z0.945 U.945 | 0.955 |
| PM | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | TOTAL | | | |
| 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 4 ET | 0 ER | 0 EU | 1 WL | 4 WT | 0 WR | 0 WU | | | |
| 3:00 PM | 41 | 64 | 42 | 0 | 15 | 119 | 28 | 0 | 21 | 186 | 26 | 2 | 45 | 186 | 13 | 3 | 791 | |
| 3:15 PM | 16 | 94 | 50 | 0 | 21 | 92 | 21 | 0 | 23 | 206 | 35 | 0 | 57 | 177 | 18 | 1 | 811 | |
| 3:30 PM | 41 | 92 | 36 | 0 | 29 | 84 | 27 | 0 | 37 | 202 | 34 | 1 | 36 | 174 | 8 | 1 | 802 | |
| 3:45 PM | 33 | 78 | 35 | 0 | 12 | 88 | 28 | 0 | 22 | 162 | 36 | 4 | 41 | 198 | 12 | 2 | 751 | |
| 4:00 PM | 42 | 82 | 42 | 0 | 19 | 110 | 18 | 0 | 34 | 213 | 33 | 3 | 51 | 173 | 11 | 4 | 835 | |
| 4:15 PM | 36 | 81 | 49 | 0 | 7 | 88 | 26 | 0 | 22 | 184 | 26 | 3 | 43 | 192 | 14 | 0 | 771 | |
| 4:30 PM | 47 | 84 | 39 | 0 | 17 | 101 | 26 | 0 | 15 | 209 | 54 | 6 | 50 | 196 | 15 | 1 | 860 | |
| 4:45 PM | 44 | 91 | 37 | 0 | 10 | 104 | 15 | 0 | 31 | 190 | 44 | 3 | 50 | 193 | 15 | 0 | 827 | |
| 5:00 PM | 43 | 87 | 38 | 0 | 13 | 96 | 23 | 0 | 27 | 239 | 33 | 4 | 49 | 208 | 9 | 1 | 870 | |
| 5:15 PM | 56 | 103 | 56 | 0 | 8 | 100 | 21 | 0 | 13 | 219 | 36 | 4 | 53 | 184 | 12 | 0 | 865 | |
| 5:30 PM | 28 | 98 | 39 | 0 | 13 | 105 | 21 | 0 | 21 | 170 | 36 | 3 | 52 | 208 | 10 | 1 | 805 | |
| 5:45 PM | 41 | 104 | 40 | 0 | 18 | 110 | 21 | 0 | 28 | 191 | 22 | 1 | 37 | 175 | 10 | 0 | 798 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 468 23.07% | NT 1058 52.14% | NR 503 24.79% | NU 0 0.00% | SL 182 11.00% | ST 1197 72.37% | SR 275 16.63% | SU 0 0.00% | EL 294 9.44% | ET 2371 76.14% | ER 415 13.33% | EU 34 1.09% | WL 564 18.87% | WT 2264 75.74% | WR 147 4.92% | WU 14 0.47% | TOTAL 9786 | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 3422 | |
| PEAK HR VOL : | Z190 U./.848 | Z365 U.886 | Z1/0 U.759 | U | 48 U./.76/U | Z401 U.964 | Z85 U.817 | U | 86 U./.694 | Z85/ U.896 | Z16/ U.773 | 1/ U.708 | 4/U U.953 | Z81/ U.939 | Z51 U.850 | Z4 U.500 | Z0.950 U.950 | 0.983 |
| PEAK HR FACTOR : | 0.843 | | | | | | | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo
Control: Signalized

Custom ID: 426
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Sheridan Dr | | | | Sheridan Dr | | | | | |
|---------------------------------------|----------------------------|--------------|--------------|------------|-------------------|--------------|--------------|-------------|------------------|--------------|--------------|-------------|------------------|-----------------|----------------|-------------|---------------------|-------|
| | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 4 ET | 0 ER | 0 EU | 1 WL | 4 WT | 0 WR | 0 WU | | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 7:00 AM | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 0 | 3 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 19 | |
| 7:15 AM | 4 | 1 | 2 | 0 | 0 | 4 | 1 | 0 | 1 | 16 | 1 | 0 | 2 | 8 | 0 | 1 | 41 | |
| 7:30 AM | 2 | 4 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 5 | 4 | 0 | 1 | 5 | 0 | 0 | 28 | |
| 7:45 AM | 2 | 2 | 1 | 0 | 0 | 4 | 3 | 0 | 1 | 12 | 0 | 0 | 0 | 5 | 0 | 0 | 30 | |
| 8:00 AM | 1 | 2 | 3 | 0 | 2 | 5 | 2 | 0 | 1 | 11 | 4 | 0 | 0 | 13 | 1 | 0 | 45 | |
| 8:15 AM | 1 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 8 | 4 | 0 | 0 | 8 | 0 | 0 | 29 | |
| 8:30 AM | 5 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 3 | 0 | 0 | 4 | 1 | 0 | 23 | |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 12 | |
| 9:00 AM | 6 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 6 | 1 | 0 | 0 | 19 | 3 | 0 | 42 | |
| 9:15 AM | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 7 | 0 | 0 | 0 | 6 | 1 | 0 | 20 | |
| 9:30 AM | 1 | 2 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 8 | 0 | 0 | 22 | |
| 9:45 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 4 | 1 | 0 | 19 | |
| TOTAL VOLUMES : APPROACH %'s : | 22 37.93% | 22 37.93% | 14 24.14% | 0 0.00% | SL 11.54% | ST 57.69% | SR 30.77% | SU 0.00% | EL 9.09% | ET 73.55% | ER 17.36% | EU 0.00% | WL 4.04% | WT 87.86% | WR 7.07% | WU 1.01% | TOTAL 330 | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 9 0.563 | 9 0.563 | / 0.583 | 0 0.000 | 3 0.375 | 16 0.800 | / 0.583 | U 0.000 | 4 1.000 | 44 0.688 | 9 0.563 | U 0.000 | 3 0.375 | 31 0.596 | 1 0.250 | 1 0.250 | TOTAL 144 | |
| PEAK HR FACTOR : | 0.893 | | | | 0.722 | | | | 0.792 | | | | 0.643 | | | | 0.800 | |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 12:00 PM | 2 | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 16 | |
| 12:15 PM | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 14 | |
| 12:30 PM | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 16 | |
| 12:45 PM | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 13 | |
| 1:00 PM | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 13 | |
| 1:15 PM | 0 | 1 | 1 | 0 | 1 | 4 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 15 | |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 13 | |
| 1:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 14 | |
| TOTAL VOLUMES : APPROACH %'s : | 9 33.33% | 13 48.15% | 5 18.52% | 0 0.00% | SL 18.18% | ST 77.27% | SR 4.55% | SU 0.00% | EL 17.65% | ET 64.71% | ER 17.65% | EU 0.00% | WL 1.32% | WT 28.9032% | WR 6.45% | WU 0.00% | TOTAL 114 | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | 1 | | | | 2 | | | | 0 | | | | TOTAL 59 | |
| PEAK HR VOL : | 6 0.500 | 5 0.411 | 4 1.000 | 0 0.000 | 1 0.250 | 10 0.625 | 1 0.250 | 0 0.000 | 2 0.500 | 12 0.600 | 2 0.500 | 0 0.000 | 0 0.000 | 16 0.667 | 0 0.000 | 0 0.000 | 0 0.000 | 0.922 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 3:00 PM | 2 | 6 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 6 | 1 | 0 | 26 | |
| 3:15 PM | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 8 | 0 | 0 | 25 | |
| 3:30 PM | 1 | 6 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 2 | 0 | 26 | |
| 3:45 PM | 0 | 4 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 6 | 0 | 0 | 19 | |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 2 | 0 | 14 | |
| 4:15 PM | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 1 | 0 | 14 | |
| 4:30 PM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | |
| 4:45 PM | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | |
| 5:00 PM | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | |
| 5:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | |
| 5:45 PM | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | |
| TOTAL VOLUMES : APPROACH %'s : | 11 25.58% | 29 67.44% | 3 6.98% | 0 0.00% | SL 9.68% | ST 64.52% | SR 25.81% | SU 0.00% | EL 2.63% | ET 71.05% | ER 26.32% | EU 0.00% | WL 3.536% | WT 47.83.93% | WR 6.10.71% | WU 0.00% | TOTAL 168 | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | 0 | | | | 6 | | | | 0 | | | | TOTAL 30 | |
| PEAK HR VOL : | 5 0.625 | 4 0.500 | 1 0.250 | 0 0.000 | 0 0.000 | 6 0.500 | 0 0.000 | 0 0.000 | 0 0.000 | 6 0.375 | 0 0.000 | 0 0.000 | 0 0.000 | 8 0.667 | 0 0.000 | 0 0.000 | 0 0.000 | 0.682 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo
Control: Signalized

Custom ID: 426
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Sheridan Dr | | | | Sheridan Dr | | | | |
|---------------------------------------|----------------------------|--------------------|------------------|------------------|------------------|--------------------|--------------------|------------------|------------------|--------------------|------------------|------------------|-------------------|--------------------|------------------|------------------|---------------------|
| | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 4 ET | 0 ER | 0 EU | 1 WL | 4 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 1 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 0 0.00% | SR 1 100.00% | SU 0 0.00% | EL 0 0.00% | ET 2 100.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 2 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 6 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | U | U | 1 | U | U | U | U | U | 0 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | U.UUU | U.25U | U.UUU | U.UUU | U.UUU | U.UUU | U.25U | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| NOON | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 33.33% | NT 2 66.67% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 2 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 2 100.00% | ER 0 0.00% | EU 0 0.00% | WL 1 33.33% | WT 2 66.67% | WR 0 0.00% | WU 0 0.00% | TOTAL 10 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 5 |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | U | U | 0 | U | U | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0.625 |
| PM | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND | | | | | | | | | | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 0 0.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 0 0.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 0 0.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 1 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 1 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 0 |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0.000 | 0 | 0.000 | 0 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0.000 | 0 | 0.000 | 0 | 0.000 | 0 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo

Custom ID: 426
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Sheridan Dr | | Sheridan Dr | | TOTAL |
|------------------|----------------------------|----|-------------|-------|-------------|----|-------------|-------|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 9:00 AM | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 7 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 1 | 1 | 9 | 1 | 1 | 7 | 2 | 22 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 |
| PEAK HR FACTOR : | | | | 0.375 | | | 0.250 | 0.250 | 0.333 |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|-------|-----------|-------|----------|----|----------|-------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 1:15 PM | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 1:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 1 | 3 | 4 | 4 | 0 | 0 | 2 | 0 | 14 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 3 | 2 | 0 | 0 | 1 | 0 | 7 |
| PEAK HR FACTOR : | | 0.250 | 0.375 | 0.500 | 0.417 | | 0.250 | 0.250 | 0.583 |

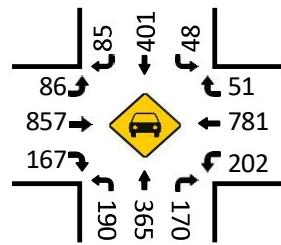
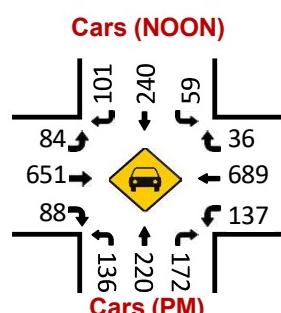
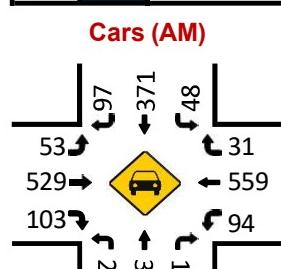
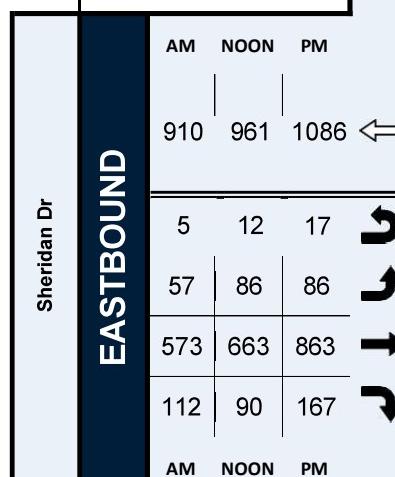
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|-------|-----------|-------|----------|-------|----------|-------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 7 |
| 3:15 PM | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 2 | 7 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 3:45 PM | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 2 | 1 | 0 | 1 | 3 | 1 | 2 | 10 |
| 4:30 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 4 |
| 4:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 7 | 7 | 5 | 4 | 3 | 3 | 7 | 9 | 45 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 10 |
| PEAK HR FACTOR : | 0.500 | 0.500 | 0.250 | 0.500 | 0.250 | 0.250 | 0.250 | 0.500 | 0.625 |

Colvin Blvd & Sheridan Dr

Peak Hour Turning Movement Count

ID: 426
City: Buffalo

| | |
|-------------------|---------------------|
| PEAK HOURS | 07:15 AM - 08:15 AM |
| | 12:00 PM - 01:00 PM |
| | 04:30 PM - 05:30 PM |

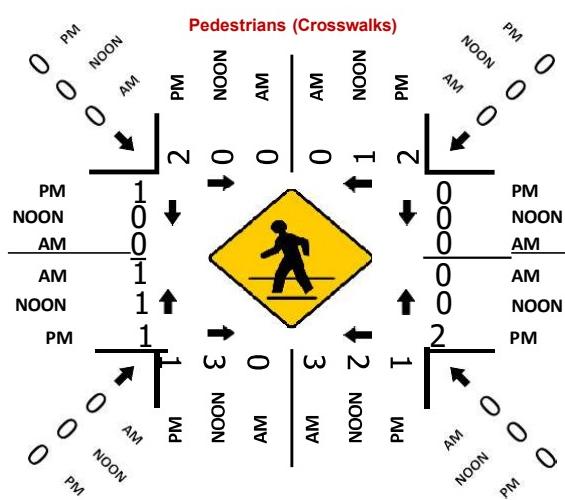
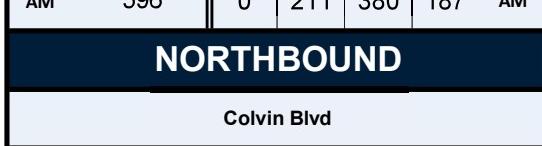


A black rectangular sign with white text. At the top, it says "Colvin Blvd". Below that, in large letters, it says "SOUTHBOUND". At the bottom, there is a row of numbers: 104, 207, 51, 3, and 106.

| | | | | | | |
|------|-----|-----|----|---|-----|------|
| AM | 104 | 387 | 51 | 0 | 469 | AM |
| NOON | 102 | 250 | 60 | 0 | 347 | NOON |
| PM | 85 | 407 | 48 | 0 | 506 | PM |

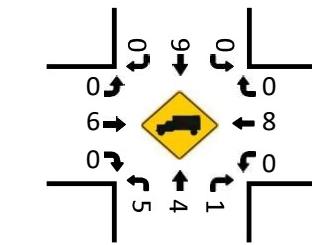
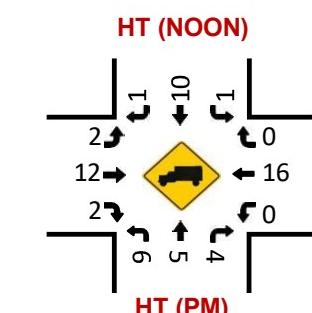
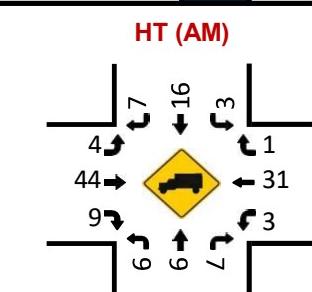


| | 0 | 0 | 1 | 1.5 | 0.5 | |
|------|-----|---|-----|-----|-----|------|
| PM | 776 | 0 | 195 | 369 | 171 | PM |
| NOON | 477 | 0 | 142 | 225 | 176 | NOON |
| AM | 596 | 0 | 211 | 380 | 187 | AM |



Day: Tuesday
Date: 9/17/2024

7:00 AM - 10:00 AM
12:00 PM - 02:00 PM
3:00 PM - 06:00 PM



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Woodcrest Blvd | | | | Woodcrest Blvd | | | | |
|---------------------------------------|-------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|-------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 106 | 2 | 0 | 4 | 92 | 1 | 0 | 1 | 7 | 6 | 0 | 0 | 8 | 9 | 0 | 238 |
| 7:15 AM | 2 | 157 | 8 | 0 | 16 | 128 | 2 | 0 | 0 | 3 | 9 | 0 | 2 | 8 | 11 | 0 | 346 |
| 7:30 AM | 2 | 198 | 9 | 0 | 8 | 154 | 1 | 0 | 2 | 9 | 18 | 0 | 3 | 9 | 18 | 0 | 431 |
| 7:45 AM | 9 | 186 | 11 | 0 | 11 | 160 | 5 | 0 | 2 | 6 | 11 | 0 | 1 | 8 | 13 | 0 | 423 |
| 8:00 AM | 3 | 172 | 7 | 0 | 11 | 142 | 2 | 0 | 2 | 7 | 4 | 0 | 1 | 7 | 8 | 0 | 366 |
| 8:15 AM | 4 | 136 | 5 | 0 | 7 | 75 | 3 | 0 | 1 | 3 | 7 | 0 | 2 | 9 | 5 | 0 | 257 |
| 8:30 AM | 4 | 151 | 5 | 0 | 7 | 103 | 0 | 0 | 3 | 7 | 3 | 0 | 3 | 8 | 6 | 0 | 300 |
| 8:45 AM | 6 | 144 | 6 | 0 | 6 | 103 | 2 | 0 | 1 | 7 | 3 | 0 | 4 | 14 | 17 | 0 | 313 |
| 9:00 AM | 7 | 142 | 3 | 0 | 5 | 87 | 7 | 0 | 0 | 2 | 4 | 0 | 2 | 8 | 14 | 0 | 281 |
| 9:15 AM | 5 | 106 | 2 | 0 | 11 | 71 | 0 | 0 | 1 | 8 | 2 | 0 | 1 | 12 | 7 | 0 | 226 |
| 9:30 AM | 2 | 100 | 7 | 0 | 4 | 70 | 3 | 0 | 0 | 5 | 4 | 0 | 1 | 8 | 6 | 0 | 210 |
| 9:45 AM | 2 | 98 | 7 | 0 | 6 | 80 | 1 | 0 | 0 | 4 | 2 | 0 | 1 | 11 | 10 | 0 | 222 |
| TOTAL VOLUMES : APPROACH %'s : | 48 | 1696 | 72 | 0 | 96 | 1265 | 27 | 0 | 13 | 68 | 73 | 0 | 21 | 110 | 124 | 0 | 3613 |
| PEAK HR : | 2.64% | 93.39% | 3.96% | 0.00% | 6.92% | 91.14% | 1.95% | 0.00% | 8.44% | 44.16% | 47.40% | 0.00% | 8.24% | 43.14% | 48.63% | 0.00% | |
| PEAK HR VOL : | 16 | 7/13 | 35 | 0 | 46 | 584 | 10 | U | 6 | 25 | 42 | U | 7 | 32 | 50 | 0 | 1566 |
| PEAK HR FACTOR : | 0.444 | 0.900 | 0.95 | 0.000 | 0.119 | 0.913 | 0.500 | 0.000 | 0.5/0 | 0.694 | 0.583 | 0.000 | 0.583 | 0.889 | 0.694 | 0.000 | 0.908 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 6 | 132 | 4 | 0 | 9 | 109 | 2 | 0 | 4 | 6 | 6 | 0 | 1 | 6 | 7 | 0 | 292 |
| 12:15 PM | 4 | 120 | 5 | 0 | 7 | 105 | 1 | 0 | 1 | 7 | 3 | 0 | 3 | 2 | 9 | 0 | 267 |
| 12:30 PM | 1 | 126 | 6 | 0 | 5 | 99 | 4 | 0 | 2 | 5 | 1 | 0 | 1 | 8 | 10 | 0 | 268 |
| 12:45 PM | 2 | 141 | 3 | 0 | 6 | 113 | 4 | 0 | 1 | 5 | 3 | 0 | 3 | 6 | 6 | 0 | 293 |
| 1:00 PM | 4 | 109 | 5 | 0 | 4 | 100 | 4 | 0 | 1 | 6 | 8 | 0 | 3 | 6 | 5 | 0 | 255 |
| 1:15 PM | 3 | 126 | 8 | 0 | 4 | 103 | 3 | 0 | 0 | 7 | 2 | 0 | 3 | 8 | 8 | 0 | 275 |
| 1:30 PM | 5 | 120 | 7 | 0 | 9 | 101 | 5 | 0 | 3 | 2 | 6 | 0 | 2 | 10 | 4 | 0 | 274 |
| 1:45 PM | 2 | 139 | 4 | 0 | 6 | 110 | 1 | 0 | 2 | 8 | 6 | 0 | 0 | 6 | 4 | 0 | 288 |
| TOTAL VOLUMES : APPROACH %'s : | 27 | 1013 | 42 | 0 | 50 | 840 | 24 | 0 | 14 | 46 | 35 | 0 | 16 | 52 | 53 | 0 | 2212 |
| PEAK HR : | 2.50% | 93.62% | 3.88% | 0.00% | 5.47% | 91.90% | 2.63% | 0.00% | 14.74% | 48.42% | 36.84% | 0.00% | 13.22% | 42.98% | 43.80% | 0.00% | |
| PEAK HR VOL : | 13 | 519 | 18 | 0 | 27 | 426 | 11 | 0 | 8 | 23 | 13 | 0 | 8 | 22 | 32 | 0 | 1120 |
| PEAK HR FACTOR : | 0.542 | 0.920 | 0.750 | 0.000 | 0.119 | 0.942 | 0.688 | 0.000 | 0.5/0 | 0.821 | 0.542 | 0.000 | 0.667 | 0.688 | 0.800 | 0.000 | 0.956 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 170 | 6 | 0 | 0 | 173 | 2 | 0 | 1 | 10 | 8 | 0 | 3 | 16 | 10 | 0 | 415 |
| 3:15 PM | 5 | 153 | 6 | 0 | 7 | 156 | 6 | 0 | 3 | 7 | 4 | 0 | 2 | 7 | 7 | 0 | 363 |
| 3:30 PM | 2 | 174 | 7 | 0 | 9 | 132 | 1 | 0 | 2 | 10 | 6 | 0 | 3 | 12 | 9 | 0 | 367 |
| 3:45 PM | 2 | 135 | 2 | 0 | 12 | 165 | 5 | 0 | 2 | 5 | 7 | 0 | 0 | 7 | 14 | 0 | 356 |
| 4:00 PM | 2 | 161 | 10 | 0 | 13 | 162 | 3 | 0 | 1 | 8 | 5 | 0 | 4 | 7 | 13 | 0 | 389 |
| 4:15 PM | 2 | 167 | 6 | 0 | 9 | 166 | 5 | 0 | 1 | 5 | 8 | 0 | 2 | 5 | 14 | 0 | 390 |
| 4:30 PM | 4 | 175 | 10 | 0 | 6 | 186 | 2 | 0 | 2 | 6 | 8 | 0 | 3 | 12 | 8 | 0 | 422 |
| 4:45 PM | 6 | 177 | 15 | 0 | 4 | 182 | 4 | 0 | 1 | 17 | 4 | 0 | 1 | 10 | 11 | 0 | 432 |
| 5:00 PM | 4 | 170 | 2 | 0 | 11 | 174 | 7 | 0 | 2 | 3 | 4 | 0 | 4 | 9 | 17 | 0 | 407 |
| 5:15 PM | 5 | 208 | 10 | 0 | 9 | 186 | 4 | 0 | 0 | 18 | 7 | 0 | 2 | 8 | 13 | 0 | 470 |
| 5:30 PM | 6 | 190 | 10 | 0 | 7 | 174 | 5 | 0 | 2 | 8 | 4 | 0 | 3 | 9 | 9 | 0 | 427 |
| 5:45 PM | 4 | 179 | 14 | 0 | 2 | 163 | 1 | 0 | 8 | 7 | 5 | 0 | 1 | 13 | 20 | 0 | 417 |
| TOTAL VOLUMES : APPROACH %'s : | 46 | 2059 | 98 | 0 | 101 | 2019 | 45 | 0 | 25 | 104 | 70 | 0 | 28 | 115 | 145 | 0 | 4855 |
| PEAK HR : | 2.09% | 94.46% | 4.45% | 0.00% | 4.67% | 93.26% | 2.08% | 0.00% | 12.56% | 52.26% | 35.18% | 0.00% | 9.72% | 39.93% | 50.35% | 0.00% | |
| PEAK HR VOL : | 21 | 745 | 37 | 0 | 51 | 716 | 20 | 0 | 5 | 46 | 19 | 0 | 10 | 36 | 50 | 0 | 1736 |
| PEAK HR FACTOR : | 0.875 | 0.895 | 0.617 | 0.000 | 0.705 | 0.962 | 0.714 | 0.000 | 0.625 | 0.639 | 0.679 | 0.000 | 0.625 | 0.900 | 0.735 | 0.000 | 0.923 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Woodcrest Blvd | | | | Woodcrest Blvd | | | | |
|---------------------------------------|-------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|-------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 103 | 1 | 0 | 4 | 88 | 1 | 0 | 1 | 7 | 6 | 0 | 0 | 8 | 9 | 0 | 230 |
| 7:15 AM | 2 | 151 | 8 | 0 | 16 | 120 | 2 | 0 | 0 | 3 | 9 | 0 | 2 | 8 | 11 | 0 | 332 |
| 7:30 AM | 2 | 193 | 9 | 0 | 7 | 151 | 1 | 0 | 2 | 9 | 18 | 0 | 3 | 8 | 18 | 0 | 421 |
| 7:45 AM | 9 | 183 | 10 | 0 | 11 | 155 | 5 | 0 | 1 | 6 | 11 | 0 | 1 | 7 | 12 | 0 | 411 |
| 8:00 AM | 3 | 166 | 7 | 0 | 9 | 136 | 2 | 0 | 2 | 7 | 4 | 0 | 1 | 7 | 8 | 0 | 352 |
| 8:15 AM | 3 | 130 | 4 | 0 | 7 | 68 | 2 | 0 | 1 | 3 | 3 | 0 | 2 | 9 | 4 | 0 | 236 |
| 8:30 AM | 4 | 142 | 5 | 0 | 6 | 99 | 0 | 0 | 3 | 7 | 3 | 0 | 3 | 8 | 6 | 0 | 286 |
| 8:45 AM | 5 | 143 | 6 | 0 | 5 | 99 | 2 | 0 | 1 | 7 | 3 | 0 | 4 | 14 | 16 | 0 | 305 |
| 9:00 AM | 7 | 135 | 3 | 0 | 5 | 85 | 7 | 0 | 0 | 2 | 4 | 0 | 2 | 8 | 14 | 0 | 272 |
| 9:15 AM | 5 | 103 | 2 | 0 | 11 | 70 | 0 | 0 | 0 | 8 | 2 | 0 | 1 | 12 | 7 | 0 | 221 |
| 9:30 AM | 2 | 98 | 7 | 0 | 4 | 67 | 3 | 0 | 0 | 4 | 4 | 0 | 1 | 8 | 6 | 0 | 204 |
| 9:45 AM | 2 | 95 | 7 | 0 | 6 | 79 | 1 | 0 | 0 | 4 | 2 | 0 | 1 | 9 | 10 | 0 | 216 |
| TOTAL VOLUMES : APPROACH %'s : | 46 | 1642 | 69 | 0 | 91 | 1217 | 26 | 0 | 11 | 67 | 69 | 0 | 21 | 106 | 121 | 0 | 3486 |
| PEAK HR : | 2.62% 93.45% | 3.93% | 0.00% | | 6.82% 91.23% | 1.95% | 0.00% | | 7.48% 45.58% | 46.94% | 0.00% | | 8.47% 42.74% | 48.79% | 0.00% | | |
| PEAK HR VOL : | 16 | 693 | 34 | 0 | 43 | 562 | 10 | U | 5 | 25 | 42 | U | 7 | 30 | 49 | 0 | 1516 |
| PEAK HR FACTOR : | 0.444 | 0.898 | 0.850 | 0.000 | 0.6/2 | 0.906 | 0.500 | UUU | 0.625 | 0.694 | 0.583 | UUU | 0.583 | 0.938 | 0.681 | 0.000 | 0.900 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 6 | 127 | 3 | 0 | 9 | 107 | 2 | 0 | 4 | 6 | 6 | 0 | 1 | 6 | 7 | 0 | 284 |
| 12:15 PM | 4 | 117 | 5 | 0 | 7 | 102 | 0 | 0 | 1 | 7 | 3 | 0 | 3 | 2 | 9 | 0 | 260 |
| 12:30 PM | 1 | 120 | 5 | 0 | 5 | 96 | 4 | 0 | 2 | 5 | 1 | 0 | 1 | 5 | 10 | 0 | 255 |
| 12:45 PM | 1 | 138 | 3 | 0 | 6 | 110 | 4 | 0 | 1 | 5 | 3 | 0 | 2 | 6 | 6 | 0 | 285 |
| 1:00 PM | 4 | 105 | 5 | 0 | 2 | 100 | 4 | 0 | 1 | 6 | 8 | 0 | 3 | 6 | 5 | 0 | 249 |
| 1:15 PM | 3 | 124 | 8 | 0 | 3 | 98 | 3 | 0 | 0 | 7 | 2 | 0 | 2 | 8 | 8 | 0 | 266 |
| 1:30 PM | 5 | 117 | 7 | 0 | 9 | 100 | 5 | 0 | 3 | 2 | 6 | 0 | 1 | 10 | 4 | 0 | 269 |
| 1:45 PM | 2 | 137 | 4 | 0 | 6 | 106 | 1 | 0 | 2 | 7 | 6 | 0 | 0 | 5 | 3 | 0 | 279 |
| TOTAL VOLUMES : APPROACH %'s : | 26 | 985 | 40 | 0 | 47 | 819 | 23 | 0 | 14 | 45 | 35 | 0 | 13 | 48 | 52 | 0 | 2147 |
| PEAK HR : | 2.47% 93.72% | 3.81% | 0.00% | | 5.29% 92.13% | 2.59% | 0.00% | | 14.89% 47.87% | 37.23% | 0.00% | | 11.50% 42.48% | 46.02% | 0.00% | | |
| PEAK HR VOL : | 12 | 502 | 16 | 0 | 27 | 415 | 10 | U | 8 | 23 | 13 | 0 | 7 | 19 | 32 | 0 | 1084 |
| PEAK HR FACTOR : | 0.500 | 0.909 | 0.880 | 0.000 | 0.7/50 | 0.943 | 0.625 | UUU | 0.500 | 0.821 | 0.542 | UUU | 0.583 | 0.942 | 0.800 | 0.000 | 0.951 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 160 | 5 | 0 | 0 | 2 | 0 | 0 | 1 | 10 | 8 | 0 | 3 | 16 | 8 | 0 | 397 |
| 3:15 PM | 5 | 151 | 5 | 0 | 7 | 152 | 5 | 0 | 3 | 7 | 4 | 0 | 2 | 7 | 7 | 0 | 355 |
| 3:30 PM | 2 | 170 | 7 | 0 | 9 | 130 | 1 | 0 | 2 | 10 | 6 | 0 | 3 | 12 | 9 | 0 | 361 |
| 3:45 PM | 2 | 130 | 2 | 0 | 11 | 160 | 5 | 0 | 2 | 5 | 7 | 0 | 0 | 7 | 14 | 0 | 345 |
| 4:00 PM | 2 | 159 | 10 | 0 | 12 | 160 | 3 | 0 | 1 | 8 | 5 | 0 | 4 | 7 | 12 | 0 | 383 |
| 4:15 PM | 2 | 163 | 6 | 0 | 9 | 161 | 4 | 0 | 1 | 5 | 8 | 0 | 2 | 5 | 14 | 0 | 380 |
| 4:30 PM | 4 | 173 | 10 | 0 | 6 | 183 | 2 | 0 | 2 | 6 | 8 | 0 | 3 | 12 | 8 | 0 | 417 |
| 4:45 PM | 6 | 173 | 15 | 0 | 4 | 180 | 4 | 0 | 1 | 17 | 4 | 0 | 1 | 10 | 11 | 0 | 426 |
| 5:00 PM | 4 | 170 | 2 | 0 | 11 | 173 | 7 | 0 | 2 | 3 | 4 | 0 | 4 | 9 | 16 | 0 | 405 |
| 5:15 PM | 5 | 205 | 10 | 0 | 9 | 186 | 4 | 0 | 0 | 18 | 7 | 0 | 2 | 8 | 13 | 0 | 467 |
| 5:30 PM | 6 | 189 | 10 | 0 | 7 | 171 | 5 | 0 | 2 | 8 | 4 | 0 | 3 | 8 | 9 | 0 | 422 |
| 5:45 PM | 4 | 177 | 14 | 0 | 2 | 163 | 1 | 0 | 8 | 7 | 5 | 0 | 1 | 13 | 19 | 0 | 414 |
| TOTAL VOLUMES : APPROACH %'s : | 46 | 2020 | 96 | 0 | 97 | 1989 | 43 | 0 | 25 | 104 | 70 | 0 | 28 | 114 | 140 | 0 | 4772 |
| PEAK HR : | 2.13% 93.43% | 4.44% | 0.00% | | 4.56% 93.42% | 2.02% | 0.00% | | 12.56% 52.26% | 35.18% | 0.00% | | 9.93% 40.43% | 49.65% | 0.00% | | |
| PEAK HR VOL : | 21 | 73 | 37 | 0 | 51 | /10 | 20 | U | 5 | 46 | 19 | U | 10 | 35 | 49 | U | 1720 |
| PEAK HR FACTOR : | 0.875 | 0.899 | 0.617 | 0.000 | 0.705 | 0.954 | 0.714 | 0.000 | 0.625 | 0.639 | 0.679 | 0.000 | 0.625 | 0.875 | 0.766 | 0.000 | 0.921 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Woodcrest Blvd | | | | Woodcrest Blvd | | | | |
|---------------------------------------|----------------------------|--------------------|------------------|------------------|-------------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|---------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 AM | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:30 AM | 0 | 5 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 7:45 AM | 0 | 3 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 12 |
| 8:00 AM | 0 | 6 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:15 AM | 1 | 6 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 21 |
| 8:30 AM | 0 | 9 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 AM | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 9:00 AM | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 AM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 AM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| TOTAL VOLUMES : APPROACH %'s : | 2 NL 3.39% | 54 NT 91.53% | 3 NR 5.08% | 0 NU 0.00% | 5 SL 9.26% | 48 ST 88.89% | 1 SR 1.85% | 0 SU 0.00% | 2 EL 28.57% | 1 ET 14.29% | 4 ER 57.14% | 0 EU 0.00% | 0 WL 0.00% | 4 WT 57.14% | 3 WR 42.86% | 0 WU 0.00% | TOTAL 127 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 20 | 1 | 0 | 3 | 22 | U | U | 1 | U | U | U | 0 | 2 | 1 | 0 | 50 |
| PEAK HR FACTOR : | U.UUU | 0.833 | 0.250 | U.UUU | U.3/5 | 0.688 | U.UUU | U.UUU | U.250 | U.UUU | U.UUU | U.UUU | 0.000 | 0.500 | 0.250 | 0.000 | 0.893 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 PM | 0 | 6 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 13 |
| 12:45 PM | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 1:00 PM | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:15 PM | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 9 |
| TOTAL VOLUMES : APPROACH %'s : | 1 NL 3.23% | 28 NT 90.32% | 2 NR 6.45% | 0 NU 0.00% | 3 SL 12.00% | 21 ST 84.00% | 1 SR 4.00% | 0 SU 0.00% | 0 EL 0.00% | 1 ET 100.00% | 0 ER 0.00% | 0 EU 0.00% | 3 WL 37.50% | 4 WT 50.00% | 1 WR 12.50% | 0 WU 0.00% | TOTAL 65 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 36 |
| PEAK HR VOL : | 1 | 1/ | 2 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| PEAK HR FACTOR : | 0.250 | 0.708 | 0.500 | 0.000 | 0.000 | 0.917 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.692 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 10 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| 3:15 PM | 0 | 2 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:30 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 PM | 0 | 5 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:00 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 4:15 PM | 0 | 4 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL 0.00% | 39 NT 95.12% | 2 NR 4.88% | 0 NU 0.00% | 4 SL 11.11% | 30 ST 83.33% | 2 SR 5.56% | 0 SU 0.00% | 0 EL 0 | 0 ET 0 | 0 ER 0 | 0 EU 0 | 0 WL 0.00% | 1 WT 16.67% | 5 WR 83.33% | 0 WU 0.00% | TOTAL 83 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 16 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.667 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Woodcrest Blvd | | | | Woodcrest Blvd | | | | |
|-------------------------|----------------------------|-------|------------|-------|-------------|-------|-----------|-------|----------------|-------|------------|-------|----------------|-------|-----------|-------|---------|
| | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 9 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | U | 1 | U | U | U | U | U | U | 0 | 0 | 0 | 0 | TOTAL 2 |
| PEAK HR VOL : | U.UUU | U.250 | U.000 | U.UUU | U.UUU | U.250 | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| PEAK HR FACTOR : | 0.250 | | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|---------------------------------------|----------------------------|---------|--------------|--------------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|---------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 | NT 4 | NR 80.00% | NU 20.00% | SL 1 | ST 6 | SR 0 | SU 0 | EL 0 | ET 1 | ER 1 | EU 0 | WL 0 | WT 0 | WR 1 | WU 0 | TOTAL 15 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| PEAK HR FACTOR : | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 | |
| | U./SU | | | | 0.500 | | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo

Custom ID: 1939
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Woodcrest Blvd | | Woodcrest Blvd | | TOTAL |
|------------------|----------------------------|---------|-------------|---------|----------------|---------|----------------|---------|------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB 1 | WB 1 | EB 0 | WB 1 | NB 0 | SB 3 | NB 1 | SB 2 | TOTAL 9 |
| APPROACH %'s : | 50.00% | 50.00% | 0.00% | 100.00% | 0.00% | 100.00% | 33.33% | 66.67% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 |
| PEAK HR FACTOR : | | | | | 0.750 | | 0.750 | | 0.625 |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|---------|-----------|---------|----------|---------|----------|---------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 4 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 5 |
| 1:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB 0 | WB 0 | EB 0 | WB 1 | NB 4 | SB 2 | NB 6 | SB 3 | TOTAL 16 |
| APPROACH %'s : | 0.00% | 100.00% | 66.67% | 33.33% | 66.67% | 33.33% | 66.67% | 33.33% | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 7 |
| PEAK HR FACTOR : | | | | | 0.500 | | 0.250 | | 0.438 |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|---------|-----------|---------|----------|---------|----------|---------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| TOTAL VOLUMES : | EB 0 | WB 1 | EB 0 | WB 0 | NB 3 | SB 2 | NB 10 | SB 4 | TOTAL 20 |
| APPROACH %'s : | 0.00% | 100.00% | 60.00% | 40.00% | 71.43% | 28.57% | | | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 5 |
| PEAK HR FACTOR : | | | | | 0.250 | | 0.250 | | 0.417 |

Colvin Blvd & Woodcrest Blvd**Peak Hour Turning Movement Count**

ID: 1939
City: Buffalo

PEAK HOURS

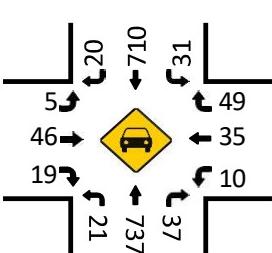
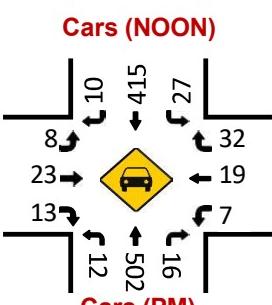
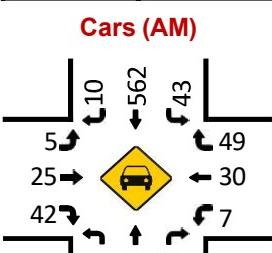
- 07:15 AM - 08:15 AM
- 12:00 PM - 01:00 PM
- 04:45 PM - 05:45 PM

| Colvin Blvd | | | | | |
|-------------|----|-----|----|---|----------|
| SOUTHBOUND | | | | | |
| AM | 10 | 584 | 46 | 0 | 769 AM |
| NOON | 11 | 426 | 27 | 0 | 559 NOON |
| PM | 20 | 716 | 31 | 0 | 800 PM |

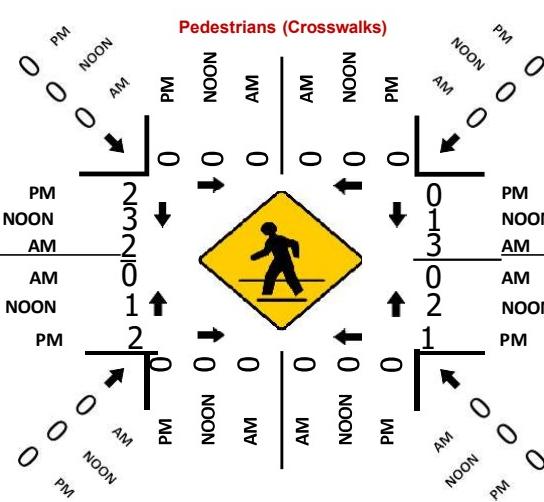
| AM | NOON | PM |
|----|------|----|
| 58 | 46 | 77 |
| 0 | 0 | 0 |
| 6 | 8 | 5 |
| 25 | 23 | 46 |
| 42 | 13 | 19 |

EASTBOUND

| CONTROL | | | | | |
|-------------------|------|------|------|----|------|
| 2-Way Stop(EB/WB) | | | TEV | | |
| TEV | 1566 | 1120 | 1736 | AM | NOON |
| PHF | 0.91 | 0.96 | 0.92 | PM | |



| NORTHBOUND | | | | | |
|-------------|-----|---|----|-----|---------|
| Colvin Blvd | | | | | |
| PM | 745 | 0 | 21 | 745 | 37 PM |
| NOON | 447 | 0 | 13 | 519 | 18 NOON |
| AM | 633 | 0 | 16 | 713 | 35 AM |

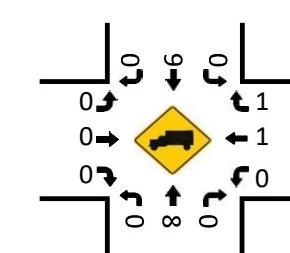
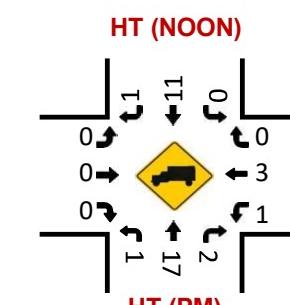
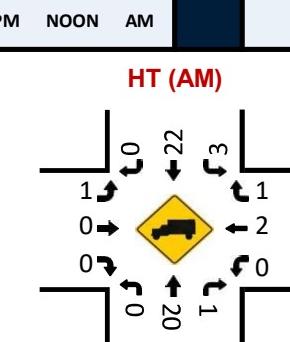


Day: Tuesday
Date: 9/17/2024

7:00 AM - 10:00 AM
12:00 PM - 02:00 PM
3:00 PM - 06:00 PM

COUNT PERIODS

| PM | NOON | AM |
|----|------|----|
| 50 | 32 | 50 |
| 36 | 22 | 32 |
| 10 | 8 | 7 |
| 0 | 0 | 0 |

Woodcrest Blvd

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Highland Pkwy | | | | Highland Pkwy | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|
| | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 3 | 90 | 4 | 0 | 9 | 70 | 13 | 0 | 5 | 14 | 6 | 0 | 10 | 31 | 13 | 0 | 268 |
| 7:15 AM | 17 | 127 | 30 | 0 | 21 | 94 | 29 | 0 | 19 | 31 | 21 | 0 | 15 | 35 | 17 | 0 | 456 |
| 7:30 AM | 12 | 158 | 42 | 0 | 35 | 128 | 12 | 0 | 16 | 36 | 20 | 0 | 20 | 26 | 30 | 3 | 538 |
| 7:45 AM | 3 | 152 | 7 | 0 | 33 | 132 | 7 | 0 | 12 | 27 | 5 | 0 | 25 | 31 | 39 | 0 | 473 |
| 8:00 AM | 4 | 149 | 13 | 0 | 19 | 115 | 10 | 0 | 3 | 26 | 9 | 0 | 13 | 37 | 20 | 0 | 418 |
| 8:15 AM | 4 | 121 | 9 | 0 | 13 | 74 | 7 | 0 | 9 | 22 | 1 | 0 | 11 | 23 | 14 | 0 | 308 |
| 8:30 AM | 3 | 127 | 12 | 0 | 17 | 75 | 7 | 0 | 6 | 28 | 6 | 0 | 14 | 24 | 19 | 0 | 338 |
| 8:45 AM | 6 | 129 | 12 | 0 | 11 | 92 | 11 | 0 | 7 | 27 | 7 | 0 | 13 | 27 | 23 | 0 | 365 |
| 9:00 AM | 7 | 122 | 9 | 0 | 17 | 66 | 10 | 0 | 10 | 21 | 4 | 0 | 18 | 33 | 15 | 0 | 332 |
| 9:15 AM | 8 | 74 | 12 | 0 | 11 | 61 | 8 | 0 | 12 | 29 | 4 | 0 | 16 | 26 | 23 | 0 | 284 |
| 9:30 AM | 7 | 78 | 13 | 0 | 7 | 58 | 7 | 0 | 4 | 36 | 2 | 0 | 19 | 20 | 25 | 0 | 276 |
| 9:45 AM | 5 | 83 | 10 | 0 | 7 | 58 | 13 | 0 | 3 | 30 | 3 | 0 | 10 | 20 | 18 | 0 | 260 |
| TOTAL VOLUMES : APPROACH %'s : | 79 | 1410 | 173 | 0 | 200 | 1023 | 134 | 0 | 106 | 327 | 88 | 0 | 184 | 333 | 256 | 3 | 4316 |
| APPROACH %'s : | 4.75% | 84.84% | 10.41% | 0.00% | 14.74% | 75.39% | 9.87% | 0.00% | 20.35% | 62.76% | 16.89% | 0.00% | 23.71% | 42.91% | 32.99% | 0.39% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 36 | 586 | 92 | 0 | 108 | 469 | 58 | 0 | 50 | 120 | 655 | 0 | 73 | 129 | 106 | 3 | 1885 |
| PEAK HR FACTOR : | 0.529 | 0.92/ | 0.548 | 0.000 | 0.//1 | 0.888 | 0.500 | 0.000 | 0.658 | 0.833 | 0.655 | 0.000 | 0.730 | 0.872 | 0.679 | 0.250 | 0.876 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 3 | 100 | 12 | 0 | 12 | 91 | 6 | 0 | 9 | 37 | 3 | 0 | 16 | 29 | 31 | 0 | 349 |
| 12:15 PM | 5 | 96 | 8 | 0 | 17 | 83 | 9 | 0 | 10 | 25 | 5 | 0 | 18 | 22 | 14 | 0 | 312 |
| 12:30 PM | 4 | 92 | 10 | 0 | 8 | 86 | 6 | 0 | 5 | 42 | 7 | 0 | 11 | 36 | 30 | 0 | 337 |
| 12:45 PM | 9 | 100 | 8 | 0 | 18 | 85 | 5 | 0 | 10 | 37 | 8 | 0 | 18 | 26 | 24 | 0 | 348 |
| 1:00 PM | 5 | 78 | 6 | 0 | 15 | 78 | 8 | 0 | 8 | 27 | 7 | 0 | 17 | 34 | 21 | 0 | 304 |
| 1:15 PM | 6 | 94 | 13 | 0 | 16 | 86 | 11 | 0 | 12 | 41 | 6 | 0 | 9 | 25 | 22 | 0 | 341 |
| 1:30 PM | 8 | 92 | 18 | 0 | 13 | 78 | 13 | 0 | 8 | 27 | 7 | 0 | 16 | 27 | 24 | 0 | 331 |
| 1:45 PM | 3 | 103 | 28 | 0 | 19 | 86 | 12 | 0 | 10 | 27 | 10 | 0 | 6 | 27 | 30 | 0 | 361 |
| TOTAL VOLUMES : APPROACH %'s : | 43 | 755 | 103 | 0 | 118 | 673 | 70 | 0 | 72 | 263 | 53 | 0 | 111 | 226 | 196 | 0 | 2683 |
| APPROACH %'s : | 4.77% | 83.80% | 11.43% | 0.00% | 13.70% | 78.16% | 8.13% | 0.00% | 18.56% | 67.78% | 13.66% | 0.00% | 20.83% | 42.40% | 36.77% | 0.00% | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 21 | 388 | 38 | 0 | 55 | 345 | 26 | 0 | 34 | 141 | 23 | 0 | 63 | 113 | 99 | 0 | 1346 |
| PEAK HR FACTOR : | 0.583 | 0.9/U | 0.792 | 0.000 | 0.//4 | 0.948 | 0.22 | 0.000 | 0.850 | 0.859 | 0.719 | 0.000 | 0.85 | 0.85 | 0.798 | 0.000 | 0.964 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 10 | 145 | 9 | 0 | 21 | 138 | 17 | 0 | 17 | 62 | 7 | 0 | 22 | 37 | 20 | 0 | 505 |
| 3:15 PM | 5 | 122 | 13 | 0 | 21 | 129 | 11 | 0 | 13 | 37 | 10 | 0 | 9 | 41 | 24 | 0 | 435 |
| 3:30 PM | 7 | 137 | 25 | 0 | 23 | 111 | 9 | 0 | 18 | 43 | 9 | 0 | 18 | 39 | 25 | 0 | 464 |
| 3:45 PM | 3 | 117 | 7 | 0 | 29 | 119 | 9 | 0 | 9 | 55 | 9 | 0 | 24 | 38 | 17 | 0 | 436 |
| 4:00 PM | 10 | 120 | 7 | 0 | 21 | 137 | 9 | 0 | 16 | 31 | 11 | 0 | 23 | 36 | 25 | 0 | 446 |
| 4:15 PM | 12 | 141 | 12 | 0 | 22 | 141 | 10 | 0 | 8 | 47 | 10 | 0 | 19 | 51 | 19 | 0 | 492 |
| 4:30 PM | 10 | 147 | 16 | 0 | 37 | 137 | 18 | 0 | 10 | 53 | 8 | 0 | 18 | 49 | 35 | 0 | 538 |
| 4:45 PM | 8 | 139 | 9 | 0 | 23 | 142 | 21 | 0 | 15 | 45 | 10 | 0 | 27 | 59 | 31 | 0 | 529 |
| 5:00 PM | 9 | 135 | 15 | 0 | 15 | 135 | 17 | 0 | 4 | 49 | 10 | 0 | 19 | 52 | 30 | 0 | 490 |
| 5:15 PM | 12 | 176 | 11 | 0 | 21 | 164 | 13 | 0 | 13 | 44 | 7 | 0 | 20 | 47 | 37 | 0 | 565 |
| 5:30 PM | 10 | 169 | 15 | 0 | 12 | 148 | 17 | 0 | 12 | 37 | 9 | 0 | 24 | 29 | 19 | 0 | 501 |
| 5:45 PM | 13 | 149 | 13 | 0 | 16 | 133 | 14 | 0 | 17 | 40 | 19 | 0 | 14 | 39 | 23 | 0 | 490 |
| TOTAL VOLUMES : APPROACH %'s : | 109 | 1697 | 152 | 0 | 261 | 1634 | 165 | 0 | 152 | 543 | 119 | 0 | 237 | 517 | 305 | 0 | 5891 |
| APPROACH %'s : | 5.57% | 86.67% | 7.76% | 0.00% | 12.67% | 79.32% | 8.01% | 0.00% | 18.67% | 66.71% | 14.62% | 0.00% | 22.38% | 48.82% | 28.80% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 39 | 597 | 51 | 0 | 96 | 578 | 69 | 0 | 42 | 191 | 35 | 0 | 84 | 207 | 133 | 0 | 2122 |
| PEAK HR FACTOR : | 0.813 | 0.848 | 0.797 | 0.000 | 0.649 | 0.881 | 0.821 | 0.000 | 0.700 | 0.901 | 0.875 | 0.000 | 0.778 | 0.877 | 0.899 | 0.000 | 0.939 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Highland Pkwy | | | | Highland Pkwy | | | | |
|---------------------------------------|----------------------------|----------------------|---------------------|------------------|---------------------|----------------------|--------------------|------------------|---------------------|---------------------|---------------------|------------------|---------------------|---------------------|---------------------|------------------|---------------|
| | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 1 | 86 | 4 | 0 | 9 | 69 | 12 | 0 | 4 | 13 | 5 | 0 | 10 | 29 | 13 | 0 | 255 |
| 7:15 AM | 17 | 127 | 30 | 0 | 19 | 86 | 29 | 0 | 16 | 31 | 20 | 0 | 14 | 33 | 15 | 0 | 437 |
| 7:30 AM | 12 | 155 | 42 | 0 | 35 | 125 | 12 | 0 | 16 | 34 | 20 | 0 | 20 | 25 | 28 | 3 | 527 |
| 7:45 AM | 3 | 148 | 7 | 0 | 32 | 128 | 7 | 0 | 12 | 27 | 5 | 0 | 25 | 31 | 38 | 0 | 463 |
| 8:00 AM | 4 | 144 | 12 | 0 | 16 | 113 | 9 | 0 | 3 | 26 | 7 | 0 | 12 | 35 | 20 | 0 | 401 |
| 8:15 AM | 4 | 113 | 9 | 0 | 13 | 65 | 6 | 0 | 9 | 22 | 1 | 0 | 11 | 23 | 13 | 0 | 289 |
| 8:30 AM | 3 | 124 | 12 | 0 | 15 | 72 | 7 | 0 | 5 | 24 | 5 | 0 | 14 | 23 | 15 | 0 | 319 |
| 8:45 AM | 6 | 128 | 12 | 0 | 11 | 89 | 10 | 0 | 6 | 26 | 6 | 0 | 13 | 27 | 23 | 0 | 357 |
| 9:00 AM | 7 | 115 | 9 | 0 | 17 | 66 | 9 | 0 | 9 | 21 | 4 | 0 | 18 | 32 | 15 | 0 | 322 |
| 9:15 AM | 8 | 73 | 12 | 0 | 10 | 61 | 7 | 0 | 11 | 29 | 4 | 0 | 16 | 26 | 23 | 0 | 280 |
| 9:30 AM | 5 | 77 | 12 | 0 | 7 | 56 | 6 | 0 | 4 | 36 | 2 | 0 | 19 | 19 | 24 | 0 | 267 |
| 9:45 AM | 5 | 82 | 10 | 0 | 7 | 57 | 13 | 0 | 2 | 30 | 3 | 0 | 10 | 20 | 17 | 0 | 256 |
| TOTAL VOLUMES : APPROACH %'s : | NL 75 4.64% | NT 1372 84.80% | NR 171 10.57% | NU 0 0.00% | SL 191 14.64% | ST 987 75.63% | SR 127 9.73% | SU 0 0.00% | EL 97 19.48% | ET 319 64.06% | ER 82 16.47% | EU 0 0.00% | WL 182 24.20% | WT 323 42.95% | WR 244 32.45% | WU 3 0.40% | TOTAL 4173 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 36 | 5/4 | 91 | 0 | 102 | 452 | 5/ | U | 4/ | 118 | 5z | U | 71 | 124 | 101 | 3 | 1828 |
| PEAK HR FACTOR : | 0.529 | 0.926 | 0.542 | 0.000 | 0.729 | 0.883 | 0.491 | UUU | 0.734 | 0.868 | 0.650 | UUU | 0.710 | 0.886 | 0.664 | 0.250 | 0.867 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 3 | 92 | 12 | 0 | 12 | 89 | 6 | 0 | 9 | 36 | 3 | 0 | 16 | 28 | 31 | 0 | 337 |
| 12:15 PM | 5 | 95 | 8 | 0 | 16 | 82 | 8 | 0 | 9 | 25 | 4 | 0 | 18 | 22 | 14 | 0 | 306 |
| 12:30 PM | 4 | 91 | 10 | 0 | 7 | 84 | 6 | 0 | 3 | 41 | 7 | 0 | 11 | 35 | 27 | 0 | 326 |
| 12:45 PM | 9 | 98 | 8 | 0 | 16 | 83 | 5 | 0 | 10 | 35 | 8 | 0 | 18 | 26 | 22 | 0 | 338 |
| 1:00 PM | 5 | 76 | 6 | 0 | 15 | 78 | 8 | 0 | 8 | 27 | 7 | 0 | 17 | 34 | 19 | 0 | 300 |
| 1:15 PM | 6 | 92 | 13 | 0 | 15 | 81 | 11 | 0 | 12 | 41 | 6 | 0 | 9 | 24 | 22 | 0 | 332 |
| 1:30 PM | 8 | 89 | 17 | 0 | 13 | 78 | 13 | 0 | 8 | 27 | 6 | 0 | 16 | 26 | 24 | 0 | 325 |
| 1:45 PM | 3 | 101 | 28 | 0 | 16 | 83 | 12 | 0 | 10 | 26 | 9 | 0 | 6 | 27 | 30 | 0 | 351 |
| TOTAL VOLUMES : APPROACH %'s : | NL 43 4.89% | NT 734 83.50% | NR 102 11.60% | NU 0 0.00% | SL 110 13.14% | ST 658 78.61% | SR 69 8.24% | SU 0 0.00% | EL 69 18.30% | ET 258 68.44% | ER 50 13.26% | EU 0 0.00% | WL 111 21.26% | WT 222 42.53% | WR 189 36.21% | WU 0 0.00% | TOTAL 2615 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 21 | 3/6 | 38 | 0 | 51 | 338 | 25 | 0 | 31 | 137 | 22 | 0 | 63 | 111 | 94 | 0 | 1307 |
| PEAK HR FACTOR : | 0.583 | 0.959 | 0.792 | 0.000 | 0.794 | 0.949 | 0.81 | UUU | 0.775 | 0.835 | 0.668 | UUU | 0.875 | 0.795 | 0.78 | 0.000 | 0.967 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 10 | 137 | 9 | 0 | 21 | 135 | 17 | 0 | 17 | 60 | 7 | 0 | 22 | 35 | 18 | 0 | 488 |
| 3:15 PM | 5 | 119 | 13 | 0 | 20 | 127 | 10 | 0 | 13 | 36 | 10 | 0 | 9 | 40 | 24 | 0 | 426 |
| 3:30 PM | 7 | 134 | 25 | 0 | 23 | 110 | 8 | 0 | 18 | 41 | 9 | 0 | 17 | 37 | 24 | 0 | 453 |
| 3:45 PM | 3 | 113 | 6 | 0 | 28 | 115 | 9 | 0 | 9 | 55 | 9 | 0 | 24 | 35 | 16 | 0 | 422 |
| 4:00 PM | 10 | 119 | 7 | 0 | 21 | 136 | 8 | 0 | 16 | 30 | 11 | 0 | 21 | 34 | 24 | 0 | 437 |
| 4:15 PM | 12 | 137 | 12 | 0 | 20 | 140 | 9 | 0 | 8 | 47 | 10 | 0 | 19 | 50 | 19 | 0 | 483 |
| 4:30 PM | 10 | 147 | 16 | 0 | 37 | 133 | 18 | 0 | 8 | 53 | 8 | 0 | 18 | 49 | 35 | 0 | 532 |
| 4:45 PM | 7 | 138 | 9 | 0 | 23 | 141 | 20 | 0 | 15 | 45 | 10 | 0 | 27 | 59 | 28 | 0 | 522 |
| 5:00 PM | 9 | 135 | 15 | 0 | 15 | 134 | 17 | 0 | 4 | 49 | 9 | 0 | 19 | 52 | 30 | 0 | 488 |
| 5:15 PM | 11 | 174 | 11 | 0 | 21 | 164 | 13 | 0 | 13 | 44 | 7 | 0 | 19 | 45 | 36 | 0 | 558 |
| 5:30 PM | 10 | 168 | 15 | 0 | 12 | 146 | 16 | 0 | 12 | 35 | 9 | 0 | 23 | 28 | 19 | 0 | 493 |
| 5:45 PM | 13 | 148 | 13 | 0 | 16 | 133 | 14 | 0 | 16 | 39 | 19 | 0 | 14 | 39 | 23 | 0 | 487 |
| TOTAL VOLUMES : APPROACH %'s : | NL 107 5.55% | NT 1669 86.61% | NR 151 7.84% | NU 0 0.00% | SL 257 12.66% | ST 1614 79.51% | SR 159 7.83% | SU 0 0.00% | EL 149 18.60% | ET 534 66.67% | ER 118 14.73% | EU 0 0.00% | WL 232 22.50% | WT 503 48.79% | WR 296 28.71% | WU 0 0.00% | TOTAL 5789 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 37 | 5/4 | 51 | 0 | 96 | 5/2 | 68 | 0 | 40 | 191 | 34 | 0 | 83 | 205 | 129 | 0 | 2100 |
| PEAK HR FACTOR : | 0.841 | 0.853 | 0.797 | 0.000 | 0.849 | 0.872 | 0.850 | 0.000 | 0.667 | 0.901 | 0.850 | 0.000 | 0.769 | 0.869 | 0.896 | 0.000 | 0.941 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Highland Pkwy | | | | Highland Pkwy | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|
| | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 13 |
| 7:15 AM | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 19 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 11 |
| 7:45 AM | 0 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 8:00 AM | 0 | 5 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 17 |
| 8:15 AM | 0 | 8 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 |
| 8:30 AM | 0 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 1 | 4 | 0 | 19 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 AM | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 9:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 AM | 2 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | 4 | 38 | 2 | 0 | 9 | 36 | 7 | 0 | 9 | 8 | 6 | 0 | 2 | 10 | 12 | 0 | 143 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 12 | 1 | 0 | b | 1 | 1 | 0 | 3 | 2 | 3 | 0 | 2 | 5 | 5 | 0 | 57 |
| PEAK HR FACTOR : | U.UUU | U.600 | U.250 | U.UUU | 0.500 | 0.531 | 0.250 | U.UUU | U.250 | U.250 | U.3/5 | U.UUU | 0.500 | 0.625 | 0.625 | 0.000 | 0.750 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 |
| 12:15 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 PM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 11 |
| 12:45 PM | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| 1:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 1:15 PM | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 1:30 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 1:45 PM | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| TOTAL VOLUMES : APPROACH %'s : | 0 | 21 | 1 | 0 | 8 | 15 | 1 | 0 | 3 | 5 | 3 | 0 | 0 | 4 | 7 | 0 | 68 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 12 | 0 | 0 | 4 | 7 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 2 | 5 | 0 | 39 |
| PEAK HR FACTOR : | U.UUU | U.3/5 | U.UUU | U.UUU | 0.500 | 0.875 | 0.250 | U.UUU | 0.500 | 0.250 | U.3/5 | U.UUU | 0.500 | 0.417 | 0.417 | 0.000 | 0.813 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 17 |
| 3:15 PM | 0 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 3:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 11 |
| 3:45 PM | 0 | 4 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 14 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 9 |
| 4:15 PM | 0 | 4 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 PM | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 7 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | 2 | 28 | 1 | 0 | 4 | 20 | 6 | 0 | 3 | 9 | 1 | 0 | 5 | 14 | 9 | 0 | 102 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 4 | 0 | 22 |
| PEAK HR FACTOR : | 0.500 | 0.375 | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.333 | 0.000 | 0.786 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Highland Pkwy | | | | Highland Pkwy | | | | |
|---------------------------------------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|-------------------|------------------|-------------------|-------------------|--------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------|
| | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL 0.00% | 1 NT 100.00% | 0 NR 0.00% | 0 NU 0.00% | 1 SL 20.00% | 0 ST 0.00% | 4 SR 80.00% | 0 SU 0.00% | 0 EL 0.00% | 0 ET 0.00% | 1 ER 100.00% | 0 EU 0.00% | 0 WL 0.00% | 9 WT 90.00% | 1 WR 10.00% | 0 WU 0.00% | TOTAL 17 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | U | U | 4 | U | U | U | U | U | 0 | 8 | 1 | 0 | 14 |
| PEAK HR FACTOR : | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 0.333 | 0.250 | 0.000 | 0.438 |
| NOON | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL 0.00% | 3 NT 100.00% | 0 NR 0.00% | 0 NU 0.00% | 0 SL 0.00% | 2 ST 100.00% | 0 SR 0.00% | 0 SU 0.00% | 2 EL 50.00% | 2 ET 50.00% | 0 ER 0.00% | 0 EU 0.00% | 1 WL 33.33% | 1 WT 33.33% | 1 WR 33.33% | 0 WU 0.00% | TOTAL 12 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 7 |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | U | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0.583 |
| PM | | | | | | | | | | | | | | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 3:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | 2 NL 25.00% | 1 NT 12.50% | 1 NR 12.50% | 4 NU 50.00% | 1 SL 16.67% | 2 ST 16.67% | 0 SR 66.67% | 0 SU 0.00% | 1 EL 8.33% | 9 ET 75.00% | 2 ER 16.67% | 0 EU 0.00% | 1 WL 20.00% | 3 WT 60.00% | 1 WR 20.00% | 0 WU 0.00% | TOTAL 31 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 7 |
| PEAK HR VOL : | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 |
| PEAK HR FACTOR : | U.UUU | | | | U.UUU | | | | U.UUU | | | | U.UUU | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo

Custom ID: 416
Date: 9/17/2024

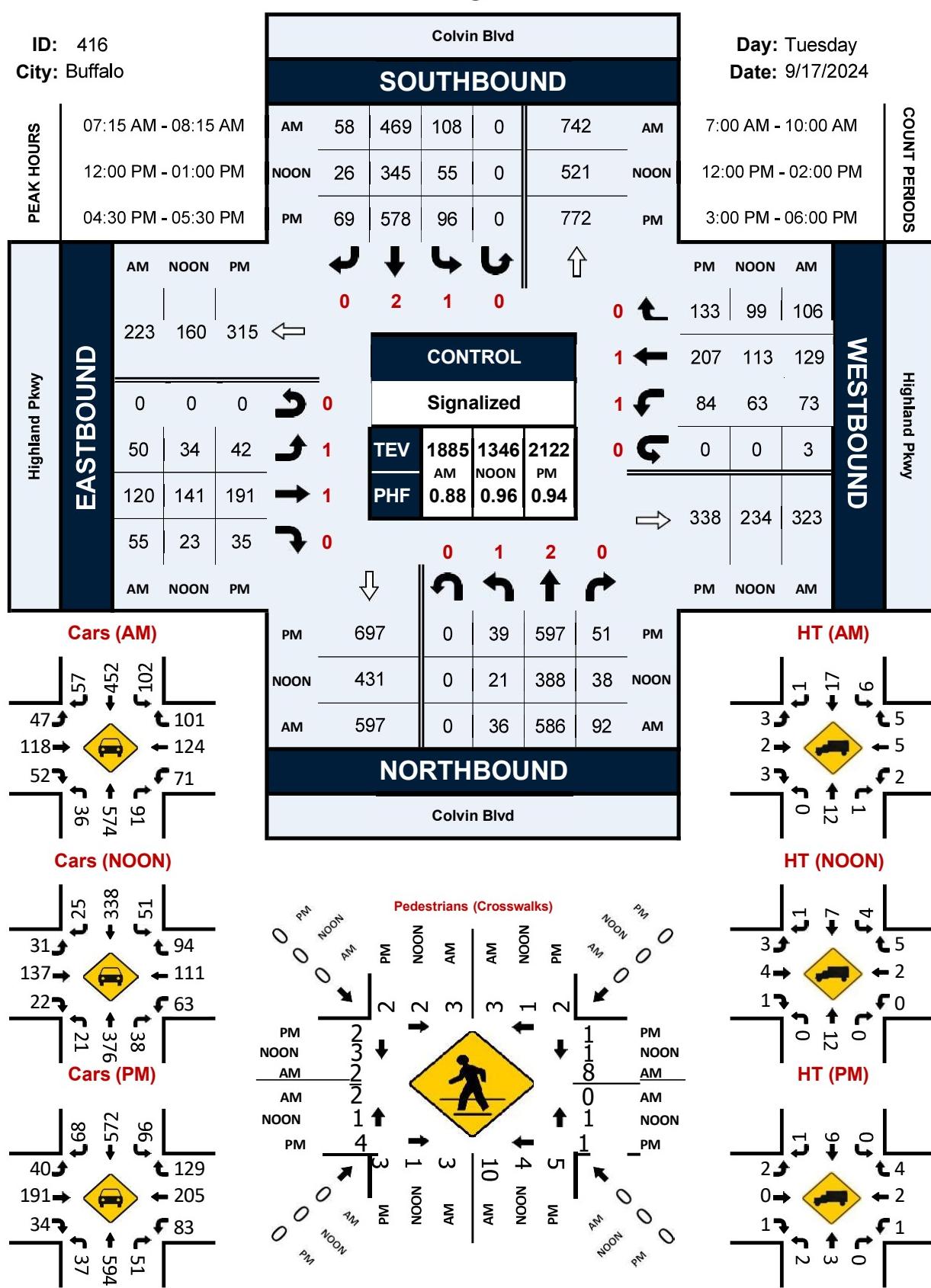
Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Highland Pkwy | | Highland Pkwy | | |
|-------------------------|----------------------------|----------------|-----------------|-----------------|----------------|-----------------|-----------------|----------------|--------------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 7 |
| 7:15 AM | 2 | 0 | 1 | 7 | 0 | 7 | 0 | 1 | 18 |
| 7:30 AM | 1 | 3 | 1 | 2 | 0 | 1 | 2 | 1 | 11 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 |
| 8:30 AM | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 5 |
| 8:45 AM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 2 | 8 |
| 9:00 AM | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 9:15 AM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 AM | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 7 |
| 9:45 AM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES : | EB 9 | WB 9 | EB 11 | WB 21 | NB 1 | SB 11 | NB 6 | SB 6 | TOTAL 74 |
| APPROACH %'s : | 50.00% | 50.00% | 34.38% | 65.63% | 8.33% | 91.67% | 50.00% | 50.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 3 | 3 | 10 | 0 | 8 | 2 | 2 | 31 |
| PEAK HR FACTOR : | 0.375 | 0.250 | 0.750 | 0.357 | 0.406 | 0.286 | 0.250 | 0.500 | 0.431 |
| NOON | | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
| NOON | EB | | WB | | EB | | WB | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 12:15 PM | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 12:30 PM | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 4 |
| 12:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 4 |
| 1:00 PM | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 5 |
| 1:15 PM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 |
| 1:30 PM | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 5 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB 2 | WB 1 | EB 4 | WB 5 | NB 6 | SB 1 | NB 4 | SB 5 | TOTAL 28 |
| APPROACH %'s : | 66.67% | 33.33% | 44.44% | 55.56% | 85.71% | 14.29% | 44.44% | 55.56% | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 14 |
| PEAK HR FACTOR : | 0.500 | 0.250 | 0.250 | 1.000 | 0.625 | 0.250 | 0.250 | 0.250 | 0.875 |
| PM | | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
| PM | EB | | WB | | EB | | WB | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 3:15 PM | 1 | 0 | 2 | 1 | 4 | 0 | 1 | 0 | 9 |
| 3:30 PM | 1 | 1 | 2 | 1 | 0 | 2 | 0 | 1 | 8 |
| 3:45 PM | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 6 |
| 4:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 6 |
| 5:15 PM | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 2 | 9 |
| 5:30 PM | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 6 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| TOTAL VOLUMES : | EB 5 | WB 4 | EB 11 | WB 9 | NB 9 | SB 3 | NB 11 | SB 6 | TOTAL 58 |
| APPROACH %'s : | 55.56% | 44.44% | 55.00% | 45.00% | 75.00% | 25.00% | 64.71% | 35.29% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 2 | 3 | 5 | 1 | 1 | 4 | 2 | 20 |
| PEAK HR FACTOR : | 0.500 | 0.500 | 0.375 | 0.625 | 0.250 | 0.500 | 0.500 | 0.250 | 0.556 |

Colvin Blvd & Highland Pkwy**Peak Hour Turning Movement Count**

ID: 416
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo
Control: Signalized

Custom ID: 971
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Deerhurst Park Blvd | | | | Deerhurst Park Blvd | | | | |
|-------------------------|----------------------------|---------|------------|---------|-------------|---------|-----------|---------|---------------------|---------|---------|---------|---------------------|---------|---------|---------|-------|
| | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | | | | | | | | | |
| AM | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 7:00 AM | 9 | 94 | 0 | 0 | 0 | 87 | 3 | 0 | 7 | 1 | 3 | 0 | 5 | 2 | 3 | 0 | 214 |
| 7:15 AM | 5 | 157 | 3 | 0 | 0 | 116 | 4 | 0 | 5 | 14 | 9 | 0 | 9 | 9 | 5 | 0 | 336 |
| 7:30 AM | 3 | 168 | 0 | 0 | 0 | 159 | 3 | 0 | 19 | 13 | 4 | 0 | 19 | 15 | 2 | 0 | 405 |
| 7:45 AM | 1 | 153 | 2 | 0 | 3 | 171 | 2 | 0 | 6 | 12 | 7 | 0 | 11 | 3 | 9 | 0 | 380 |
| 8:00 AM | 3 | 146 | 2 | 0 | 2 | 125 | 9 | 0 | 2 | 8 | 4 | 0 | 4 | 3 | 4 | 0 | 312 |
| 8:15 AM | 2 | 114 | 4 | 0 | 1 | 87 | 4 | 0 | 2 | 4 | 3 | 0 | 4 | 5 | 2 | 0 | 232 |
| 8:30 AM | 7 | 126 | 5 | 0 | 1 | 86 | 3 | 0 | 6 | 6 | 8 | 0 | 5 | 4 | 0 | 0 | 257 |
| 8:45 AM | 6 | 133 | 2 | 0 | 0 | 106 | 7 | 0 | 9 | 7 | 2 | 0 | 8 | 2 | 5 | 0 | 267 |
| 9:00 AM | 3 | 113 | 9 | 0 | 4 | 70 | 2 | 0 | 6 | 2 | 5 | 0 | 5 | 2 | 6 | 0 | 227 |
| 9:15 AM | 2 | 86 | 0 | 0 | 0 | 76 | 3 | 0 | 2 | 6 | 4 | 0 | 4 | 2 | 1 | 0 | 186 |
| 9:30 AM | 3 | 92 | 2 | 0 | 1 | 77 | 2 | 0 | 2 | 5 | 4 | 0 | 3 | 1 | 2 | 0 | 194 |
| 9:45 AM | 5 | 88 | 0 | 0 | 0 | 61 | 3 | 0 | 5 | 6 | 3 | 0 | 4 | 3 | 2 | 0 | 180 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 49 | 1470 | 29 | 0 | 12 | 1221 | 45 | 0 | 71 | 84 | 56 | 0 | 81 | 51 | 41 | 0 | 3210 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 12 | 624 | / | 0 | 5 | 5/1 | 18 | 0 | 52 | 4/ | 24 | 0 | 43 | 30 | 20 | 0 | 1433 |
| PEAK HR FACTOR : | 0.600 | 0.929 | 0.583 | 0.000 | 0.41/ | 0.835 | 0.500 | 0.000 | 0.421 | 0.839 | 0.66/ | 0.000 | 0.566 | 0.500 | 0.556 | 0.000 | 0.885 |
| | | | | | | 0.940 | | 0.844 | | | 0.15 | | | | | | |

| PM | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | TOTAL | | | |
|---------------------------------------|------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|--------|--------|-------|-------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | | | | |
| 3:00 PM | 5 | 152 | 3 | 0 | 4 | 143 | 13 | 0 | 6 | 10 | 10 | 0 | 3 | 7 | 2 | 0 | 358 | | | |
| | 3 | 135 | 8 | 0 | 1 | 132 | 7 | 0 | 6 | 5 | 11 | 0 | 6 | 7 | 2 | 0 | 323 | | | |
| | 8 | 162 | 5 | 0 | 6 | 112 | 5 | 0 | 2 | 10 | 4 | 0 | 4 | 6 | 2 | 0 | 326 | | | |
| | 5 | 124 | 2 | 0 | 1 | 139 | 7 | 0 | 3 | 9 | 6 | 0 | 4 | 7 | 4 | 0 | 311 | | | |
| 4:00 PM | 3 | 131 | 4 | 0 | 3 | 147 | 13 | 0 | 4 | 7 | 6 | 0 | 7 | 5 | 3 | 0 | 333 | | | |
| | 6 | 139 | 5 | 0 | 4 | 148 | 6 | 0 | 0 | 4 | 2 | 0 | 15 | 6 | 3 | 0 | 338 | | | |
| | 0 | 184 | 6 | 0 | 0 | 153 | 9 | 0 | 3 | 7 | 2 | 0 | 8 | 13 | 1 | 0 | 386 | | | |
| | 8 | 147 | 5 | 0 | 0 | 167 | 4 | 0 | 2 | 2 | 8 | 0 | 6 | 10 | 4 | 0 | 363 | | | |
| 5:00 PM | 17 | 156 | 6 | 0 | 3 | 155 | 6 | 0 | 1 | 9 | 5 | 0 | 4 | 6 | 2 | 0 | 370 | | | |
| | 8 | 186 | 9 | 0 | 5 | 171 | 7 | 0 | 4 | 8 | 8 | 0 | 6 | 11 | 2 | 0 | 425 | | | |
| | 7 | 182 | 6 | 0 | 3 | 155 | 12 | 0 | 5 | 4 | 14 | 0 | 9 | 9 | 2 | 0 | 408 | | | |
| | 6 | 141 | 9 | 0 | 3 | 145 | 6 | 0 | 6 | 6 | 3 | 0 | 1 | 6 | 3 | 0 | 335 | | | |
| TOTAL VOLUMES : APPROACH %'s : | | | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| PEAK HR %'s : | | | | 76 | 1839 | 68 | 0 | 33 | 1767 | 95 | 0 | 42 | 81 | 79 | 0 | 73 | 93 | 30 | 0 | 4276 |
| PEAK HR VOL : | | | | 3.83% | 92.74% | 3.43% | 0.00% | 1.74% | 93.25% | 5.01% | 0.00% | 20.79% | 40.10% | 39.11% | 0.00% | 37.24% | 47.45% | 15.31% | 0.00% | TOTAL |
| PEAK HR FACTOR : | | | | 40 | 6/1 | 2b | U | 11 | 648 | 29 | U | 12 | 23 | 35 | U | 25 | 36 | 10 | U | TOTAL |
| | | | | 0.588 | 0.902 | 0.722 | 0.000 | 0.550 | 0.947 | 0.604 | 0.000 | 0.600 | 0.639 | 0.625 | 0.000 | 0.694 | 0.818 | 0.625 | 0.000 | 1566 |
| | | | | 0.908 | | | | 0.940 | | | | U/b1 | | | | 0.888 | | | | 0.921 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo
Control: Signalized

Custom ID: 971
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Deerhurst Park Blvd | | | | Deerhurst Park Blvd | | | | |
|---------------------------------------|----------------------------|----------------------|-------------------|------------------|-------------------|----------------------|-------------------|------------------|---------------------|--------------------|--------------------|------------------|---------------------|--------------------|--------------------|------------------|----------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 8 | 88 | 0 | 0 | 0 | 85 | 3 | 0 | 7 | 1 | 3 | 0 | 5 | 2 | 3 | 0 | 205 |
| 7:15 AM | 5 | 157 | 3 | 0 | 0 | 108 | 3 | 0 | 5 | 13 | 9 | 0 | 9 | 9 | 5 | 0 | 326 |
| 7:30 AM | 3 | 166 | 0 | 0 | 0 | 155 | 2 | 0 | 19 | 13 | 4 | 0 | 19 | 15 | 2 | 0 | 398 |
| 7:45 AM | 1 | 150 | 2 | 0 | 3 | 167 | 2 | 0 | 6 | 10 | 7 | 0 | 11 | 2 | 9 | 0 | 370 |
| 8:00 AM | 3 | 140 | 1 | 0 | 2 | 121 | 8 | 0 | 2 | 8 | 4 | 0 | 4 | 3 | 4 | 0 | 300 |
| 8:15 AM | 2 | 108 | 4 | 0 | 1 | 80 | 4 | 0 | 2 | 4 | 3 | 0 | 4 | 5 | 2 | 0 | 219 |
| 8:30 AM | 6 | 123 | 5 | 0 | 1 | 83 | 3 | 0 | 6 | 6 | 8 | 0 | 5 | 4 | 0 | 0 | 250 |
| 8:45 AM | 6 | 132 | 2 | 0 | 0 | 103 | 6 | 0 | 8 | 7 | 2 | 0 | 8 | 2 | 5 | 0 | 281 |
| 9:00 AM | 2 | 111 | 9 | 0 | 4 | 70 | 2 | 0 | 6 | 2 | 5 | 0 | 5 | 2 | 1 | 0 | 219 |
| 9:15 AM | 2 | 85 | 0 | 0 | 0 | 76 | 3 | 0 | 2 | 6 | 4 | 0 | 4 | 2 | 1 | 0 | 185 |
| 9:30 AM | 3 | 87 | 2 | 0 | 1 | 74 | 2 | 0 | 2 | 4 | 4 | 0 | 3 | 1 | 2 | 0 | 185 |
| 9:45 AM | 5 | 87 | 0 | 0 | 0 | 60 | 3 | 0 | 5 | 6 | 3 | 0 | 4 | 3 | 2 | 0 | 178 |
| TOTAL VOLUMES : APPROACH %'s : | NL 46 3.05% | NT 1434 95.09% | NR 28 1.86% | NU 0 0.00% | SL 12 0.97% | ST 1182 95.71% | SR 41 3.32% | SU 0 0.00% | EL 70 33.98% | ET 80 38.83% | ER 56 27.18% | EU 0 0.00% | WL 81 48.50% | WT 50 29.94% | WR 36 21.56% | WU 0 0.00% | TOTAL 3116 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 12 U.600 | 613 0.923 | 6 U.500 | 0 U.UUU | 5 0.41/ | 551 0.825 | 15 0.469 | U U.UUU | 32 0.421 | 44 0.846 | 24 U.b6/ | U U.UUU | 43 0.566 | 29 0.483 | 20 0.556 | 0 0.000 | TOTAL 1394 |
| PEAK HR FACTOR : | 0.933 | | | | | | | | | | | | | | | | 0.876 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 96 | 0 | 0 | 0 | 89 | 8 | 0 | 3 | 1 | 0 | 0 | 2 | 6 | 2 | 0 | 207 |
| 12:15 PM | 3 | 104 | 4 | 0 | 0 | 102 | 6 | 0 | 2 | 9 | 5 | 0 | 2 | 7 | 2 | 0 | 246 |
| 12:30 PM | 3 | 91 | 5 | 0 | 0 | 98 | 5 | 0 | 6 | 7 | 5 | 0 | 6 | 9 | 4 | 0 | 239 |
| 12:45 PM | 7 | 103 | 3 | 0 | 0 | 94 | 5 | 0 | 1 | 6 | 2 | 0 | 4 | 4 | 4 | 0 | 233 |
| 1:00 PM | 2 | 84 | 4 | 0 | 1 | 97 | 5 | 0 | 6 | 5 | 6 | 0 | 4 | 5 | 1 | 0 | 220 |
| 1:15 PM | 6 | 103 | 5 | 0 | 1 | 91 | 8 | 0 | 3 | 2 | 2 | 0 | 4 | 4 | 0 | 0 | 229 |
| 1:30 PM | 3 | 110 | 2 | 0 | 0 | 83 | 8 | 0 | 5 | 5 | 2 | 0 | 4 | 3 | 2 | 0 | 227 |
| 1:45 PM | 1 | 108 | 3 | 0 | 2 | 85 | 1 | 0 | 1 | 4 | 3 | 0 | 3 | 9 | 1 | 0 | 221 |
| TOTAL VOLUMES : APPROACH %'s : | NL 25 2.94% | NT 799 94.00% | NR 26 3.06% | NU 0 0.00% | SL 4 0.51% | ST 739 93.66% | SR 46 5.83% | SU 0 0.00% | EL 27 29.67% | ET 39 42.86% | ER 25 27.47% | EU 0 0.00% | WL 29 31.52% | WT 47 51.09% | WR 16 17.39% | WU 0 0.00% | TOTAL 1822 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 15 U.556 | 382 0.918 | 16 0.800 | 0 U.UUU | 1 0.250 | 391 0.958 | 21 0.835 | 0 U.UUU | 15 0.625 | 27 U./50 | 18 U./50 | 0 U.UUU | 16 0.667 | 25 0.694 | 11 0.688 | 0 U.UUU | TOTAL 938 |
| PEAK HR FACTOR : | 0.914 | | | | | | | | | | | | | | | | 0.953 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 144 | 3 | 0 | 0 | 142 | 11 | 0 | 5 | 10 | 10 | 0 | 3 | 7 | 2 | 0 | 346 |
| 3:15 PM | 3 | 131 | 8 | 0 | 0 | 131 | 7 | 0 | 6 | 5 | 11 | 0 | 6 | 7 | 2 | 0 | 317 |
| 3:30 PM | 8 | 159 | 5 | 0 | 5 | 111 | 5 | 0 | 2 | 10 | 4 | 0 | 4 | 6 | 2 | 0 | 321 |
| 3:45 PM | 5 | 119 | 2 | 0 | 1 | 135 | 7 | 0 | 3 | 8 | 6 | 0 | 4 | 7 | 4 | 0 | 301 |
| 4:00 PM | 3 | 130 | 4 | 0 | 3 | 145 | 12 | 0 | 4 | 7 | 5 | 0 | 7 | 5 | 3 | 0 | 328 |
| 4:15 PM | 6 | 135 | 4 | 0 | 4 | 148 | 6 | 0 | 0 | 4 | 2 | 0 | 14 | 6 | 3 | 0 | 332 |
| 4:30 PM | 0 | 184 | 6 | 0 | 0 | 149 | 9 | 0 | 3 | 7 | 2 | 0 | 8 | 13 | 1 | 0 | 382 |
| 4:45 PM | 8 | 145 | 5 | 0 | 0 | 167 | 4 | 0 | 2 | 2 | 8 | 0 | 6 | 10 | 4 | 0 | 361 |
| 5:00 PM | 17 | 156 | 6 | 0 | 3 | 154 | 6 | 0 | 1 | 9 | 5 | 0 | 4 | 6 | 2 | 0 | 369 |
| 5:15 PM | 8 | 184 | 9 | 0 | 5 | 170 | 7 | 0 | 4 | 8 | 8 | 0 | 6 | 11 | 2 | 0 | 422 |
| 5:30 PM | 7 | 182 | 6 | 0 | 3 | 152 | 12 | 0 | 5 | 4 | 14 | 0 | 9 | 9 | 1 | 0 | 404 |
| 5:45 PM | 6 | 140 | 9 | 0 | 3 | 145 | 6 | 0 | 6 | 6 | 3 | 0 | 1 | 6 | 3 | 0 | 334 |
| TOTAL VOLUMES : APPROACH %'s : | NL 76 3.89% | NT 1809 92.67% | NR 67 3.43% | NU 0 0.00% | SL 31 1.66% | ST 1749 93.43% | SR 92 4.91% | SU 0 0.00% | EL 41 20.60% | ET 80 40.20% | ER 78 39.20% | EU 0 0.00% | WL 72 37.11% | WT 93 47.94% | WR 29 14.95% | WU 0 0.00% | TOTAL 4217 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 40 U.588 | 667 0.906 | 26 0.722 | 0 0.000 | 11 0.550 | 645 0.946 | 29 0.604 | 0 0.000 | 12 0.600 | 23 0.639 | 35 0.625 | 0 0.000 | 25 0.694 | 36 0.818 | 9 0.563 | 0 0.000 | TOTAL 1556 |
| PEAK HR FACTOR : | 0.912 | | | | | | | | | | | | | | | | 0.922 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo
Control: Signalized

Custom ID: 971
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Deerhurst Park Blvd | | | | Deerhurst Park Blvd | | | | |
|---------------------------------------|----------------------------|---------------------|------------------|------------------|-------------------|---------------------|-------------------|------------------|---------------------|--------------------|-------------------|------------------|---------------------|-------------------|-------------------|------------------|--------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 1 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:00 AM | 0 | 6 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 AM | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:30 AM | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 3 NL 7.50% | 36 NT 90.00% | 1 NR 2.50% | 0 NU 0.00% | 0 SL 0.00% | 39 ST 90.70% | 4 SR 9.30% | 0 SU 0.00% | 1 EL 20.00% | 4 ET 80.00% | 0 ER 0.00% | 0 EU 0.00% | 0 WL 0.00% | 1 WT 16.67% | 5 WR 83.33% | 0 WU 0.00% | TOTAL 94 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 11 | 1 | 0 | U | 20 | 3 | U | U | 3 | U | U | 0 | 1 | 0 | 0 | 39 |
| PEAK HR FACTOR : | U.UUU | 0.458 | 0.250 | U.UUU | U.UUU | 0.625 | U./50 | U.UUU | U.UUU | 0.375 | U.UUU | U.UUU | 0.000 | 0.250 | 0.000 | 0.000 | 0.813 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL 0.00% | 16 NT 100.00% | 0 NR 0.00% | 0 NU 0.00% | 0 SL 0.00% | 15 ST 100.00% | 0 SR 0.00% | 0 SU 0.00% | 0 EL 0.00% | 1 ET 100.00% | 0 ER 0.00% | 0 EU 0.00% | 1 WL 20.00% | 3 WT 60.00% | 1 WR 20.00% | 0 WU 0.00% | TOTAL 37 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL 11 |
| PEAK HR VOL : | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0.917 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 8 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3:15 PM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:30 PM | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 PM | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL 0.00% | 30 NT 96.77% | 1 NR 3.23% | 0 NU 0.00% | 0 SL 8.70% | 18 ST 78.26% | 3 SR 13.04% | 0 SU 0.00% | 1 EL 33.33% | 1 ET 33.33% | 1 ER 33.33% | 0 EU 0.00% | 1 WL 50.00% | 0 WT 0.00% | 1 WR 50.00% | 0 WU 0.00% | TOTAL 59 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 10 |
| PEAK HR VOL : | 0.000 | 4 | 0 | 0 | 0 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.625 | |
| PEAK HR FACTOR : | U.SUU | | | | U.41/ | | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo
Control: Signalized

Custom ID: 971
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Deerhurst Park Blvd | | | | Deerhurst Park Blvd | | | | |
|---------------------------------------|----------------------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|------------------|---------------------|---------------------|-------------------|------------------|---------------------|---------------------|------------------|------------------|--------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 50.00% | NT 1 50.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 0 0.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 7 87.50% | ER 1 12.50% | EU 0 0.00% | WL 0 0.00% | WT 6 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 16 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 0 | 0 | | | | | | | | | | | | | 5 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.000 | 0.000 | | | | | | | | | | | | | 0.625 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 4 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 3 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 6 100.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 3 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 16 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | | | | | | | | | | | | | 8 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | | | | | | | | | | | | | 0.667 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 25.00% | NT 3 75.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 3 75.00% | SR 1 25.00% | SU 0 0.00% | EL 0 0.00% | ET 11 100.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 11 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 30 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | | | | | | | | | | | | | 12 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | | | | | | | | | | | | | 0.750 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo

Custom ID: 971
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Deerhurst Park Blvd | | Deerhurst Park Blvd | | |
|---------------------------------------|----------------------------|--------------------|-------------------|-------------------|---------------------|-------------------|---------------------|-------------------|--------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 |
| 7:15 AM | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:30 AM | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 6 |
| 7:45 AM | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 |
| 8:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 5 |
| 8:15 AM | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 8:45 AM | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 6 |
| 9:00 AM | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 5 |
| 9:15 AM | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | EB 6 31.58% | WB 13 68.42% | EB 7 70.00% | WB 3 30.00% | NB 5 71.43% | SB 2 28.57% | NB 4 30.77% | SB 9 69.23% | TOTAL 49 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 4 | 7 | 3 | 1 | 4 | 0 | 1 | 4 | 24 |
| PEAK HR FACTOR : | 0.500 | 0.250 | 0.375 | 0.250 | 0.500 | 0.500 | 0.250 | 0.333 | 0.667 |
| | | 0.344 | | 0.500 | | | | 0.417 | |

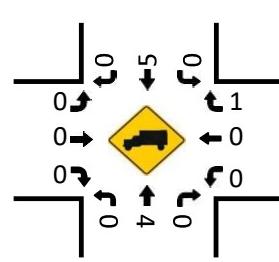
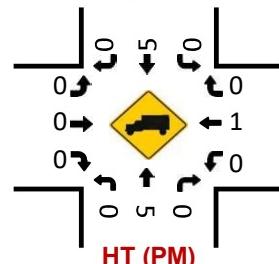
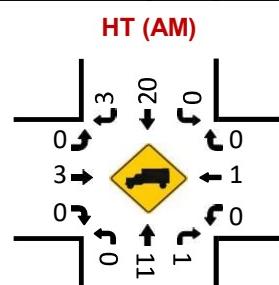
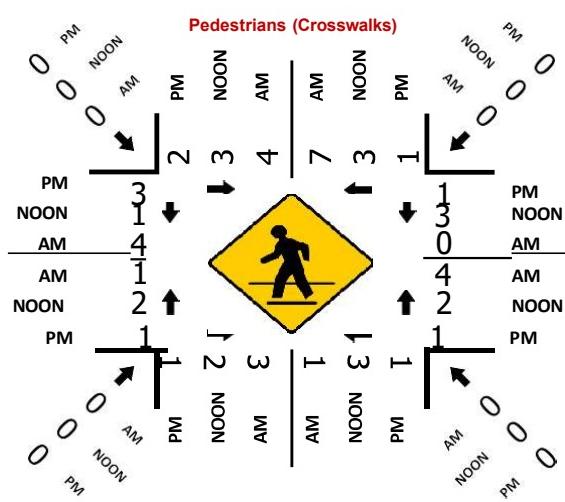
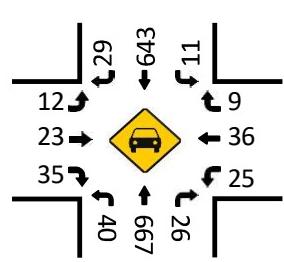
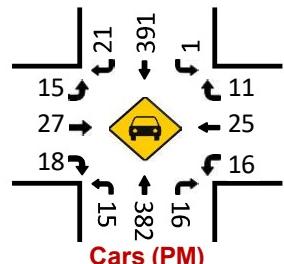
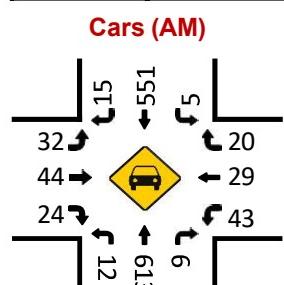
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-----------------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| 12:15 PM | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 5 |
| 12:30 PM | 1 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 8 |
| 12:45 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 5 |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 1 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 7 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | EB 4 57.14% | WB 3 42.86% | EB 7 58.33% | WB 5 41.67% | NB 5 62.50% | SB 3 37.50% | NB 2 66.67% | SB 1 33.33% | TOTAL 30 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 3 | 2 | 3 | 2 | 3 | 2 | 1 | 19 |
| PEAK HR FACTOR : | 0.375 | 0.375 | 0.250 | 0.375 | 0.250 | 0.375 | 0.250 | 0.250 | 0.594 |
| | 0.750 | | 0.313 | | 0.625 | | 0.375 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL | |
|-------------------------|-----------|----------------------------|-----------|-------|----------|-------|----------|-------|-------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | | |
| 3:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 6 | |
| | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | |
| | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 6 | |
| 4:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 7 | |
| | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | |
| | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 5:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | |
| | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 10 | |
| TOTAL VOLUMES : | | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | | 10 | 7 | 3 | 6 | 5 | 4 | 12 | 9 | 56 |
| PEAK HR : | | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 11 |
| PEAK HR FACTOR : | | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.688 |
| | | | | 0.375 | 0.500 | 0.500 | 0.500 | | | |

Colvin Blvd & Deerhurst Park Blvd

Peak Hour Turning Movement Count

ID: 971
City: Buffalo



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Crosby Ave | | | | Crosby Ave | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|----------------|-------------|------------|------------------|--------------|--------------|------------|------------------|--------------|--------------|------------|----------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 3 | 89 | 2 | 0 | 1 | 95 | 3 | 0 | 3 | 1 | 1 | 0 | 3 | 1 | 4 | 0 | 206 |
| 7:15 AM | 1 | 146 | 0 | 0 | 2 | 130 | 3 | 0 | 7 | 4 | 7 | 0 | 2 | 7 | 1 | 0 | 310 |
| 7:30 AM | 1 | 162 | 2 | 0 | 1 | 180 | 4 | 0 | 6 | 4 | 6 | 0 | 3 | 3 | 0 | 0 | 372 |
| 7:45 AM | 2 | 146 | 5 | 0 | 6 | 190 | 3 | 0 | 4 | 9 | 2 | 0 | 3 | 5 | 10 | 0 | 385 |
| 8:00 AM | 1 | 126 | 4 | 0 | 10 | 120 | 0 | 0 | 8 | 2 | 3 | 0 | 3 | 3 | 0 | 0 | 280 |
| 8:15 AM | 3 | 101 | 1 | 0 | 4 | 91 | 2 | 0 | 11 | 3 | 3 | 0 | 1 | 2 | 1 | 0 | 223 |
| 8:30 AM | 1 | 132 | 1 | 0 | 5 | 94 | 3 | 0 | 6 | 3 | 6 | 0 | 0 | 2 | 4 | 0 | 257 |
| 8:45 AM | 2 | 123 | 9 | 0 | 1 | 124 | 3 | 0 | 3 | 8 | 1 | 0 | 1 | 5 | 9 | 0 | 289 |
| 9:00 AM | 6 | 100 | 10 | 0 | 4 | 75 | 2 | 0 | 2 | 18 | 3 | 0 | 18 | 20 | 26 | 0 | 284 |
| 9:15 AM | 0 | 77 | 3 | 0 | 2 | 78 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 6 | 3 | 0 | 176 |
| 9:30 AM | 3 | 83 | 5 | 0 | 1 | 82 | 1 | 0 | 3 | 1 | 5 | 0 | 1 | 4 | 4 | 0 | 193 |
| 9:45 AM | 3 | 80 | 2 | 0 | 2 | 72 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 167 |
| TOTAL VOLUMES : APPROACH %'s : | 26 1.81% | 1365 95.12% | 44 3.07% | 0 0.00% | 39 2.79% | 1331 95.28% | 27 1.93% | 0 0.00% | 57 37.75% | 54 35.76% | 40 26.49% | 0 0.00% | 37 23.27% | 59 37.11% | 63 39.62% | 0 0.00% | TOTAL 3142 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1347 |
| PEAK HR VOL : | 5 | 580 | 11 | 0 | 19 | 620 | 10 | U | 25 | 19 | 18 | U | 11 | 18 | 11 | 0 | 0.875 |
| PEAK HR FACTOR : | U.625 | U.895 | U.550 | U.UUU | U.4/5 | U.81b | U.625 | U.UUU | U.81 | U.528 | U.643 | U.UUU | 0.917 | 0.643 | 0.275 | U.0000 | 0.903 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 1 | 93 | 2 | 0 | 0 | 85 | 5 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 195 |
| 12:15 PM | 4 | 103 | 2 | 0 | 2 | 108 | 7 | 0 | 2 | 0 | 3 | 0 | 1 | 8 | 1 | 0 | 241 |
| 12:30 PM | 1 | 97 | 0 | 0 | 1 | 105 | 6 | 0 | 4 | 6 | 6 | 0 | 1 | 2 | 2 | 0 | 231 |
| 12:45 PM | 2 | 100 | 1 | 0 | 1 | 90 | 4 | 0 | 0 | 1 | 4 | 0 | 1 | 4 | 0 | 0 | 208 |
| 1:00 PM | 1 | 91 | 2 | 0 | 3 | 95 | 2 | 0 | 3 | 3 | 3 | 0 | 1 | 1 | 4 | 0 | 209 |
| 1:15 PM | 2 | 102 | 1 | 0 | 1 | 94 | 4 | 0 | 4 | 4 | 4 | 0 | 2 | 1 | 1 | 0 | 220 |
| 1:30 PM | 2 | 106 | 1 | 0 | 1 | 82 | 2 | 0 | 4 | 1 | 1 | 0 | 1 | 5 | 2 | 0 | 208 |
| 1:45 PM | 6 | 108 | 1 | 0 | 0 | 98 | 3 | 0 | 3 | 4 | 0 | 0 | 2 | 2 | 3 | 0 | 230 |
| TOTAL VOLUMES : APPROACH %'s : | 19 2.29% | 800 96.50% | 10 1.21% | 0 0.00% | 9 1.13% | 757 94.74% | 33 4.13% | 0 0.00% | 24 35.29% | 22 32.35% | 22 32.35% | 0 0.00% | 9 19.57% | 23 50.00% | 14 30.43% | 0 0.00% | TOTAL 1742 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL 889 |
| PEAK HR VOL : | 8 | 391 | 5 | 0 | 7 | 398 | 19 | U | 9 | 10 | 16 | U | 4 | 15 | 7 | U | 0.922 |
| PEAK HR FACTOR : | U.500 | U.949 | U.625 | U.UUU | U.583 | U.921 | U.6/9 | U.UUU | U.563 | U.41/ | U.66/ | U.UUU | 1.000 | U.469 | U.438 | U.UUU | 0.906 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 325 |
| 3:15 PM | 5 | 145 | 9 | 0 | 9 | 136 | 6 | 0 | 7 | 3 | 3 | 0 | 6 | 5 | 8 | 0 | 342 |
| 3:30 PM | 6 | 148 | 6 | 0 | 3 | 114 | 9 | 0 | 3 | 1 | 4 | 0 | 11 | 12 | 14 | 0 | 331 |
| 3:45 PM | 2 | 127 | 1 | 0 | 1 | 133 | 6 | 0 | 5 | 2 | 4 | 0 | 13 | 5 | 10 | 0 | 309 |
| 4:00 PM | 2 | 133 | 2 | 0 | 2 | 135 | 9 | 0 | 5 | 3 | 1 | 0 | 2 | 7 | 3 | 0 | 304 |
| 4:15 PM | 4 | 160 | 4 | 0 | 0 | 154 | 9 | 0 | 2 | 1 | 7 | 0 | 1 | 7 | 2 | 0 | 351 |
| 4:30 PM | 3 | 181 | 6 | 0 | 3 | 151 | 0 | 0 | 7 | 5 | 2 | 0 | 7 | 5 | 4 | 0 | 374 |
| 4:45 PM | 5 | 167 | 5 | 0 | 4 | 158 | 9 | 0 | 7 | 10 | 4 | 0 | 3 | 5 | 2 | 0 | 379 |
| 5:00 PM | 4 | 186 | 1 | 0 | 3 | 155 | 2 | 0 | 6 | 3 | 1 | 0 | 4 | 5 | 4 | 0 | 374 |
| 5:15 PM | 8 | 181 | 2 | 0 | 2 | 161 | 6 | 0 | 15 | 2 | 4 | 0 | 1 | 5 | 9 | 0 | 396 |
| 5:30 PM | 1 | 169 | 2 | 0 | 3 | 165 | 4 | 0 | 8 | 7 | 5 | 0 | 3 | 5 | 1 | 0 | 373 |
| 5:45 PM | 3 | 138 | 1 | 0 | 1 | 122 | 10 | 0 | 8 | 2 | 4 | 0 | 1 | 7 | 3 | 0 | 300 |
| TOTAL VOLUMES : APPROACH %'s : | 45 2.29% | 1875 95.47% | 44 2.24% | 0 0.00% | 39 2.12% | 1726 93.91% | 73 3.97% | 0 0.00% | 81 47.09% | 43 25.00% | 48 27.91% | 0 0.00% | 52 28.26% | 70 38.04% | 62 33.70% | 0 0.00% | TOTAL 4158 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 1523 |
| PEAK HR VOL : | 20 | 715 | 14 | 0 | 12 | 625 | 1/ | U | 55 | 20 | 11 | U | 15 | 20 | 19 | U | 0.961 |
| PEAK HR FACTOR : | U.625 | U.961 | U.583 | U.UUU | U.750 | U.970 | U.472 | U.0000 | U.583 | U.500 | U.688 | U.0000 | U.536 | U.1000 | U.528 | U.UUU | U.956 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Crosby Ave | | | | Crosby Ave | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|----------------|-------------|------------|------------------|--------------|--------------|------------|------------------|--------------|--------------|------------|-----------------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 3 | 82 | 2 | 0 | 1 | 93 | 3 | 0 | 3 | 1 | 1 | 0 | 3 | 1 | 4 | 0 | 197 |
| 7:15 AM | 1 | 146 | 0 | 0 | 1 | 122 | 3 | 0 | 7 | 3 | 7 | 0 | 2 | 6 | 1 | 0 | 299 |
| 7:30 AM | 1 | 160 | 2 | 0 | 1 | 177 | 4 | 0 | 6 | 4 | 6 | 0 | 2 | 2 | 0 | 0 | 365 |
| 7:45 AM | 2 | 143 | 5 | 0 | 6 | 186 | 3 | 0 | 4 | 8 | 1 | 0 | 3 | 4 | 8 | 0 | 373 |
| 8:00 AM | 1 | 122 | 4 | 0 | 9 | 117 | 0 | 0 | 8 | 2 | 3 | 0 | 3 | 2 | 0 | 0 | 271 |
| 8:15 AM | 3 | 97 | 1 | 0 | 4 | 85 | 2 | 0 | 10 | 3 | 3 | 0 | 1 | 2 | 1 | 0 | 212 |
| 8:30 AM | 1 | 130 | 1 | 0 | 5 | 92 | 3 | 0 | 5 | 3 | 6 | 0 | 0 | 2 | 3 | 0 | 251 |
| 8:45 AM | 2 | 117 | 9 | 0 | 1 | 121 | 3 | 0 | 3 | 8 | 1 | 0 | 1 | 5 | 9 | 0 | 280 |
| 9:00 AM | 6 | 98 | 10 | 0 | 4 | 75 | 2 | 0 | 2 | 17 | 3 | 0 | 18 | 19 | 26 | 0 | 280 |
| 9:15 AM | 0 | 76 | 3 | 0 | 2 | 78 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 6 | 3 | 0 | 175 |
| 9:30 AM | 2 | 78 | 5 | 0 | 1 | 80 | 1 | 0 | 3 | 1 | 5 | 0 | 1 | 4 | 3 | 0 | 184 |
| 9:45 AM | 3 | 79 | 2 | 0 | 2 | 70 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 164 |
| TOTAL VOLUMES : APPROACH %'s : | 25 1.79% | 1328 95.06% | 44 3.15% | 0 0.00% | 37 2.72% | 1296 95.29% | 27 1.99% | 0 0.00% | 55 37.93% | 51 35.17% | 39 26.90% | 0 0.00% | 36 24.16% | 54 36.24% | 59 39.60% | 0 0.00% | TOTAL 3051 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1308 |
| PEAK HR VOL : | 5 0.625 | 5/1 0.892 | 11 0.550 | 0 0.000 | 1/ 0.4/2 | 602 0.809 | 10 0.625 | U UUU | 25 U.81 | 1/ 0.531 | 1/ 0.601 | U UUU | 10 0.833 | 14 0.583 | 9 0.281 | 0 0.000 | 0.877 |
| PEAK HR FACTOR : | 0.900 | | | | 0.806 | | | | 0.868 | | | | 0.550 | | | | |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 1 | 88 | 2 | 0 | 0 | 84 | 5 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 189 |
| 12:15 PM | 4 | 102 | 2 | 0 | 2 | 105 | 7 | 0 | 2 | 0 | 3 | 0 | 1 | 7 | 1 | 0 | 236 |
| 12:30 PM | 1 | 95 | 0 | 0 | 1 | 103 | 6 | 0 | 4 | 6 | 6 | 0 | 1 | 2 | 2 | 0 | 227 |
| 12:45 PM | 2 | 99 | 1 | 0 | 1 | 88 | 4 | 0 | 0 | 1 | 4 | 0 | 1 | 4 | 0 | 0 | 205 |
| 1:00 PM | 1 | 88 | 2 | 0 | 3 | 94 | 2 | 0 | 3 | 3 | 3 | 0 | 1 | 1 | 4 | 0 | 205 |
| 1:15 PM | 2 | 100 | 1 | 0 | 1 | 89 | 4 | 0 | 4 | 4 | 4 | 0 | 2 | 1 | 1 | 0 | 213 |
| 1:30 PM | 2 | 104 | 1 | 0 | 1 | 79 | 2 | 0 | 4 | 1 | 1 | 0 | 1 | 4 | 2 | 0 | 202 |
| 1:45 PM | 6 | 106 | 1 | 0 | 0 | 95 | 3 | 0 | 3 | 4 | 0 | 0 | 2 | 2 | 3 | 0 | 225 |
| TOTAL VOLUMES : APPROACH %'s : | 19 2.34% | 782 96.42% | 10 1.23% | 0 0.00% | 9 1.16% | 737 94.61% | 33 4.24% | 0 0.00% | 24 35.29% | 22 32.35% | 22 32.35% | 0 0.00% | 9 20.45% | 21 47.73% | 14 31.82% | 0 0.00% | TOTAL 1702 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL 873 |
| PEAK HR VOL : | 8 0.500 | 3 0.941 | 0 0.625 | 0 0.000 | 7 0.563 | 390 0.929 | 19 0.609 | 0 UUU | 9 0.563 | 10 0.41/ | 16 0.66/ | 0 UUU | 4 1.000 | 14 0.500 | 7 0.438 | 0 0.000 | 0.925 |
| PEAK HR FACTOR : | 0.919 | | | | 0.912 | | | | 0.547 | | | | 0.694 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 137 | 5 | 0 | 0 | 141 | 3 | 0 | 7 | 4 | 9 | 0 | 0 | 2 | 2 | 0 | 320 |
| 3:15 PM | 5 | 143 | 9 | 0 | 9 | 135 | 6 | 0 | 7 | 3 | 3 | 0 | 5 | 5 | 8 | 0 | 338 |
| 3:30 PM | 6 | 145 | 6 | 0 | 3 | 114 | 9 | 0 | 3 | 1 | 4 | 0 | 10 | 10 | 14 | 0 | 325 |
| 3:45 PM | 2 | 123 | 1 | 0 | 1 | 128 | 6 | 0 | 4 | 2 | 4 | 0 | 12 | 5 | 10 | 0 | 298 |
| 4:00 PM | 2 | 132 | 2 | 0 | 2 | 132 | 9 | 0 | 5 | 3 | 1 | 0 | 2 | 7 | 3 | 0 | 300 |
| 4:15 PM | 4 | 155 | 4 | 0 | 0 | 153 | 9 | 0 | 2 | 1 | 7 | 0 | 1 | 7 | 2 | 0 | 345 |
| 4:30 PM | 3 | 181 | 6 | 0 | 3 | 149 | 0 | 0 | 7 | 5 | 2 | 0 | 7 | 5 | 4 | 0 | 372 |
| 4:45 PM | 5 | 165 | 5 | 0 | 4 | 157 | 9 | 0 | 7 | 10 | 4 | 0 | 3 | 5 | 2 | 0 | 376 |
| 5:00 PM | 4 | 186 | 1 | 0 | 3 | 155 | 2 | 0 | 6 | 3 | 1 | 0 | 4 | 4 | 4 | 0 | 373 |
| 5:15 PM | 7 | 181 | 2 | 0 | 2 | 160 | 6 | 0 | 15 | 2 | 4 | 0 | 1 | 5 | 9 | 0 | 394 |
| 5:30 PM | 1 | 169 | 2 | 0 | 3 | 165 | 4 | 0 | 8 | 7 | 5 | 0 | 3 | 5 | 1 | 0 | 373 |
| 5:45 PM | 3 | 138 | 1 | 0 | 1 | 122 | 10 | 0 | 8 | 2 | 4 | 0 | 1 | 7 | 3 | 0 | 300 |
| TOTAL VOLUMES : APPROACH %'s : | 44 2.26% | 1855 95.47% | 44 2.26% | 0 0.00% | 39 2.14% | 1711 93.86% | 73 4.00% | 0 0.00% | 79 46.47% | 43 25.29% | 48 28.24% | 0 0.00% | 49 27.53% | 67 37.64% | 62 34.83% | 0 0.00% | TOTAL 4114 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 1515 |
| PEAK HR VOL : | 19 0.679 | 713 0.958 | 14 0.583 | 0 0.000 | 12 0.750 | 621 0.970 | 1/ 0.956 | 0 0.000 | 35 0.583 | 20 0.500 | 11 0.688 | 0 0.000 | 15 0.536 | 19 0.950 | 19 0.528 | 0 0.000 | 0.961 |
| PEAK HR FACTOR : | 0.9/b | | | | 0.956 | | | | U./8b | | | | U.828 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Crosby Ave | | | | Crosby Ave | | | | |
|---------------------------------------|----------------------------|---------------|------------|------------|-------------------|---------------|------------|------------|------------------|-------------|-------------|------------|------------------|--------------|-------------|------------|---------------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 7 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 12 |
| 8:00 AM | 0 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 8:15 AM | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 8:45 AM | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 AM | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | 1 2.63% | 37 97.37% | 0 0.00% | 0 0.00% | 2 5.41% | 35 94.59% | 0 0.00% | 0 0.00% | 2 33.33% | 3 50.00% | 1 16.67% | 0 0.00% | 1 10.00% | 5 50.00% | 4 40.00% | 0 0.00% | TOTAL 91 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 9 | 0 | 0 | 2 | 18 | U | U | U | U | 1 | U | 1 | 4 | 2 | 0 | 39 |
| PEAK HR FACTOR : | U.UUU | U.563 | U.UUU | U.UUU | U.500 | U.563 | U.UUU | U.UUU | U.UUU | U.500 | U.250 | U.UUU | 0.250 | 1.000 | 0.250 | 0.000 | 0.813 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 18 100.00% | 0 0.00% | 0 0.00% | 0 0.00% | 20 100.00% | 0 0.00% | 0 0.00% | 0 100.00% | 0 0.00% | 0 0.00% | 0 0.00% | 0 0.00% | 2 100.00% | 0 0.00% | 0 0.00% | TOTAL 40 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | / | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| PEAK HR FACTOR : | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.800 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 3:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| 3:45 PM | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 PM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | 1 4.76% | 20 95.24% | 0 0.00% | 0 0.00% | 0 0.00% | 15 100.00% | 0 0.00% | 0 0.00% | 2 100.00% | 0 0.00% | 0 0.00% | 0 0.00% | 3 50.00% | 3 50.00% | 0 0.00% | 0 0.00% | TOTAL 44 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.667 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Crosby Ave | | | | Crosby Ave | | | | | |
|---------------------------------------|----------------------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|------------------|-------------------|--------------------|------------------|------------------|------------------|--------------------|-------------------|------------------|---------------------|--|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 2 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 1 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 2 100.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 1 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 6 | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | |
| PEAK HR FACTOR : | U.UUU | U.500 | U.UUU | U.UUU | U.UUU | U.250 | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 1 | 0.250 | 0.000 | 0.500 | |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 4 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 2 66.67% | SR 1 33.33% | SU 0 0.00% | EL 0 0 | ET 0 0 | ER 0 0 | EU 0 0 | WL 0 0 | WT 0 0 | WR 0 0 | WU 0 0 | TOTAL 7 | |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL 3 | |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.375 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 3:15 PM | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 14.29% | NT 6 85.71% | NR 0 0.00% | NU 0 0.00% | SL 2 25.00% | ST 5 62.50% | SR 1 12.50% | SU 0 0.00% | EL 2 40.00% | ET 3 60.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 6 85.71% | WR 1 14.29% | WU 0 0.00% | TOTAL 27 | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 10 | |
| PEAK HR VOL : | 0.000 | 4 | 0 | 0 | 0.000 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0.000 | 2 | 0 | 0 | 0.625 | |
| PEAK HR FACTOR : | U.500 | | | | U.500 | | | | U.500 | | | | U.500 | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo

Custom ID: 970
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Crosby Ave | | Crosby Ave | | TOTAL |
|------------------|----------------------------|---------|-------------|---------|------------|---------|------------|----------|-------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 5 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 6 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 8:45 AM | 10 | 0 | 2 | 0 | 1 | 0 | 12 | 0 | 25 |
| 9:00 AM | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 5 | 15 |
| 9:15 AM | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 8 |
| 9:30 AM | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 4 |
| 9:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 |
| TOTAL VOLUMES : | EB 15 | WB 7 | EB 3 | WB 6 | NB 5 | SB 7 | NB 21 | SB 12 | TOTAL 76 |
| APPROACH %'s : | 68.18% | 31.82% | 33.33% | 66.67% | 41.67% | 58.33% | 63.64% | 36.36% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 2 | 0 | 2 | 1 | 0 | 1 | 1 | 9 |
| PEAK HR FACTOR : | 0.500 | 0.500 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.450 |

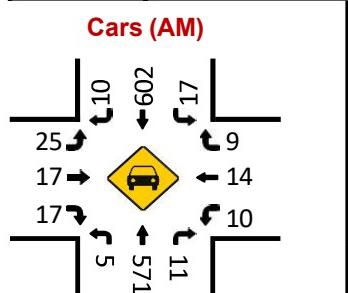
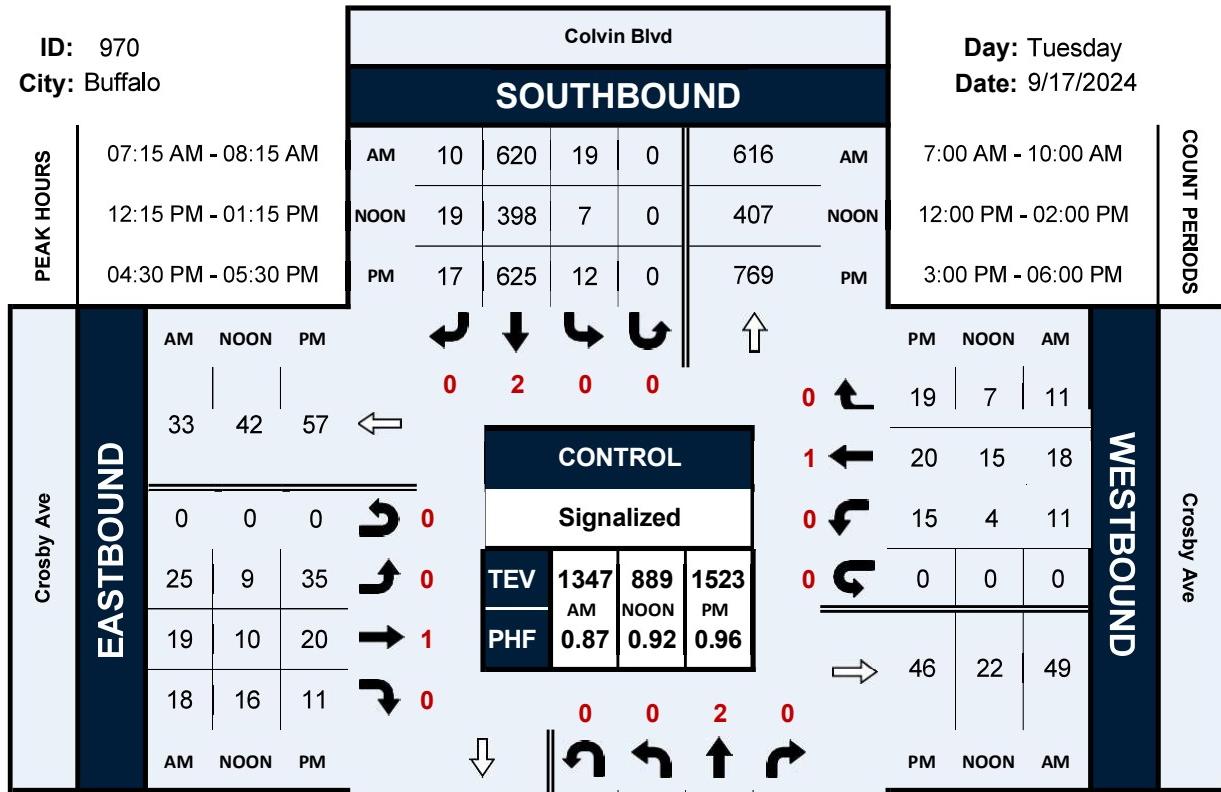
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|---------|-----------|---------|----------|---------|----------|---------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 12:30 PM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 |
| 1:00 PM | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 1:30 PM | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES : | EB 5 | WB 0 | EB 1 | WB 1 | NB 6 | SB 7 | NB 4 | SB 2 | TOTAL 26 |
| APPROACH %'s : | 100.00% | 0.00% | 50.00% | 50.00% | 46.15% | 53.85% | 66.67% | 33.33% | |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 1 | 5 | 5 | 0 | 2 | 14 |
| PEAK HR FACTOR : | | | 0.250 | 0.250 | 0.625 | 0.417 | | 0.250 | 0.700 |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------|-----------|---------|----------|---------|----------|----------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 4 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 11 |
| 3:15 PM | 1 | 8 | 2 | 1 | 1 | 0 | 1 | 0 | 14 |
| 3:30 PM | 1 | 4 | 0 | 0 | 10 | 0 | 0 | 4 | 19 |
| 3:45 PM | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 9 |
| 4:00 PM | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 6 |
| 4:15 PM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 6 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 5 |
| 4:45 PM | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 2 | 7 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 2 | 7 |
| 5:45 PM | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 5 | 12 |
| TOTAL VOLUMES : | EB 9 | WB 16 | EB 6 | WB 8 | NB 22 | SB 6 | NB 13 | SB 22 | TOTAL 102 |
| APPROACH %'s : | 36.00% | 64.00% | 42.86% | 57.14% | 78.57% | 21.43% | 37.14% | 62.86% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 2 | 1 | 2 | 2 | 4 | 4 | 18 |
| PEAK HR FACTOR : | 0.375 | 0.375 | 0.250 | 0.250 | 0.250 | 0.500 | 1.000 | 0.667 | 0.643 |

Colvin Blvd & Crosby Ave**Peak Hour Turning Movement Count**

ID: 970
City: Buffalo

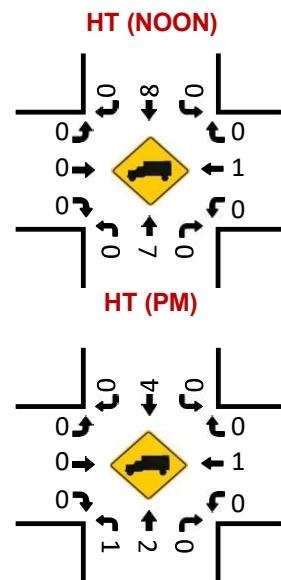
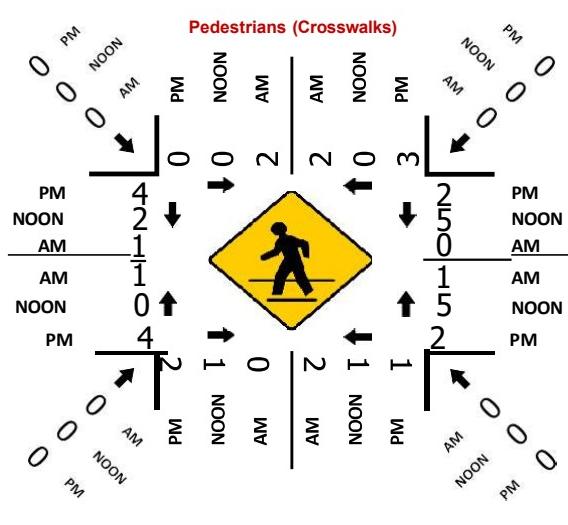
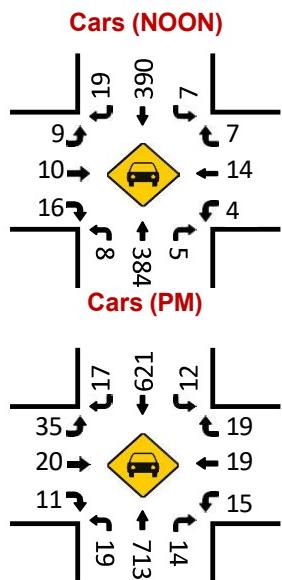
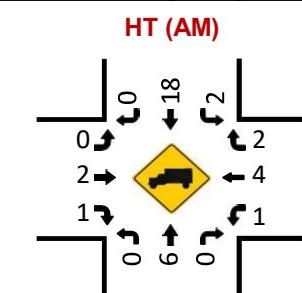
Day: Tuesday
Date: 9/17/2024



NORTHBOUND

Colvin Blvd

| | | | Colvin Blvd | | | | | |
|------------|------|-----|-------------|----|-----|----|------|--|
| | | | NORTHBOUND | | | | | |
| PEAK HOURS | PM | 651 | 0 | 20 | 715 | 14 | PM | |
| | NOON | 418 | 0 | 8 | 391 | 5 | NOON | |
| | AM | 649 | 0 | 5 | 580 | 11 | AM | |
| | ↓ | 0 | 0 | 2 | 0 | 0 | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo
Control: Signalized

Custom ID: 972
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Wardman Rd | | | | Wardman Rd | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|--------------------------|---------|---------|---------|----------------------------|---------|---------|---------|----------------------------|---------|---------|---------|--------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 77 | 0 | 0 | 1 | 102 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 193 |
| 7:15 AM | 0 | 123 | 0 | 0 | 1 | 132 | 2 | 0 | 7 | 4 | 1 | 0 | 1 | 3 | 5 | 0 | 279 |
| 7:30 AM | 0 | 131 | 0 | 0 | 3 | 171 | 6 | 0 | 9 | 4 | 3 | 0 | 1 | 2 | 3 | 0 | 333 |
| 7:45 AM | 2 | 120 | 1 | 0 | 5 | 178 | 6 | 0 | 9 | 5 | 2 | 0 | 5 | 7 | 0 | | 347 |
| 8:00 AM | 2 | 108 | 2 | 0 | 0 | 125 | 3 | 0 | 8 | 3 | 4 | 0 | 2 | 3 | 5 | 0 | 265 |
| 8:15 AM | 3 | 100 | 0 | 0 | 0 | 98 | 2 | 0 | 6 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 215 |
| 8:30 AM | 1 | 115 | 1 | 0 | 1 | 99 | 4 | 0 | 7 | 2 | 3 | 0 | 1 | 0 | 4 | 0 | 238 |
| 8:45 AM | 0 | 115 | 3 | 0 | 2 | 121 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 254 |
| 9:00 AM | 0 | 103 | 0 | 0 | 4 | 84 | 5 | 0 | 7 | 3 | 3 | 0 | 3 | 2 | 3 | 0 | 217 |
| 9:15 AM | 1 | 82 | 0 | 0 | 0 | 77 | 5 | 0 | 4 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 176 |
| 9:30 AM | 2 | 77 | 0 | 0 | 1 | 87 | 4 | 0 | 4 | 2 | 3 | 0 | 2 | 1 | 1 | 0 | 184 |
| 9:45 AM | 1 | 79 | 0 | 0 | 0 | 80 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 1 | 2 | 0 | 170 |
| TOTAL VOLUMES : APPROACH %'s : | 12.96% | 1230 | 7 | 0 | 18 | 1354 | 39 | 0 | 73 | 32 | 29 | 0 | 16 | 22 | 39 | 0 | 2871 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | 1.28% 95.96% 2.76% 0.00% | | | | 54.48% 23.88% 21.64% 0.00% | | | | 20.78% 28.57% 50.65% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 4 | 482 | 3 | 0 | 9 | 606 | 1/ | U | 55 | 16 | 16 | U | 9 | 15 | 20 | 0 | 1224 |
| PEAK HR FACTOR : | 0.500 | 0.920 | 0.3/5 | 0.000 | 0.450 | 0.851 | U./U8 | UUU | 0.91/ | 0.800 | 0.625 | UUU | 0.450 | 0.536 | 0.714 | 0.000 | 0.882 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 3 | 91 | 0 | 0 | 1 | 75 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 181 |
| 12:15 PM | 2 | 102 | 1 | 0 | 3 | 95 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 214 |
| 12:30 PM | 1 | 92 | 1 | 0 | 2 | 106 | 1 | 0 | 1 | 4 | 2 | 0 | 2 | 0 | 2 | 0 | 214 |
| 12:45 PM | 3 | 97 | 2 | 0 | 1 | 92 | 5 | 0 | 4 | 3 | 2 | 0 | 1 | 0 | 1 | | 212 |
| 1:00 PM | 0 | 93 | 0 | 0 | 3 | 97 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 6 | 0 | 205 |
| 1:15 PM | 0 | 95 | 2 | 0 | 0 | 95 | 4 | 0 | 5 | 4 | 6 | 0 | 0 | 0 | 2 | 0 | 213 |
| 1:30 PM | 0 | 107 | 0 | 0 | 1 | 78 | 1 | 0 | 3 | 3 | 3 | 0 | 2 | 1 | 0 | | 199 |
| 1:45 PM | 0 | 101 | 1 | 0 | 0 | 92 | 2 | 0 | 5 | 4 | 2 | 0 | 1 | 3 | 2 | 0 | 213 |
| TOTAL VOLUMES : APPROACH %'s : | 9.13% | 778 | 7 | 0 | 11 | 730 | 19 | 0 | 23 | 21 | 23 | 0 | 6 | 4 | 19 | 1 | 1651 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | 1.45% 96.05% 2.50% 0.00% | | | | 34.33% 31.34% 34.33% 0.00% | | | | 20.00% 13.33% 63.33% 3.33% | | | | TOTAL |
| PEAK HR VOL : | 6 | 384 | 4 | 0 | 9 | 390 | 9 | 0 | 9 | 8 | 10 | 0 | 3 | 0 | 12 | 1 | 845 |
| PEAK HR FACTOR : | 0.500 | 0.941 | 0.500 | 0.000 | 0.750 | 0.936 | U./U8 | UUU | 0.563 | 0.500 | 0.833 | UUU | 0.3/5 | 0.000 | 0.500 | 0.250 | 0.987 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 149 | 1 | 0 | 4 | 133 | 6 | 0 | 3 | 0 | 4 | 0 | 2 | 4 | 5 | 0 | 313 |
| 3:15 PM | 1 | 138 | 1 | 0 | 5 | 125 | 3 | 0 | 13 | 3 | 1 | 0 | 4 | 2 | 2 | 0 | 298 |
| 3:30 PM | 0 | 153 | 1 | 0 | 2 | 110 | 1 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 281 |
| 3:45 PM | 1 | 121 | 1 | 0 | 6 | 149 | 3 | 0 | 4 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 293 |
| 4:00 PM | 5 | 143 | 3 | 0 | 1 | 125 | 8 | 0 | 4 | 3 | 1 | 0 | 0 | 4 | 3 | 0 | 300 |
| 4:15 PM | 5 | 135 | 5 | 0 | 1 | 141 | 3 | 0 | 15 | 2 | 1 | 0 | 1 | 3 | 3 | 0 | 315 |
| 4:30 PM | 4 | 176 | 1 | 0 | 5 | 132 | 8 | 0 | 7 | 7 | 3 | 0 | 2 | 1 | 6 | 0 | 352 |
| 4:45 PM | 5 | 157 | 3 | 0 | 0 | 151 | 2 | 0 | 10 | 5 | 1 | 0 | 3 | 2 | 5 | 0 | 344 |
| 5:00 PM | 3 | 178 | 6 | 0 | 4 | 136 | 3 | 0 | 9 | 5 | 3 | 0 | 2 | 1 | 9 | 0 | 359 |
| 5:15 PM | 3 | 195 | 0 | 0 | 2 | 162 | 5 | 0 | 4 | 4 | 10 | 0 | 3 | 3 | 5 | 0 | 396 |
| 5:30 PM | 2 | 175 | 4 | 0 | 1 | 161 | 5 | 0 | 5 | 2 | 1 | 0 | 0 | 1 | 0 | | 357 |
| 5:45 PM | 4 | 134 | 2 | 0 | 4 | 122 | 4 | 0 | 4 | 3 | 2 | 0 | 0 | 1 | 3 | 0 | 283 |
| TOTAL VOLUMES : APPROACH %'s : | 1.83% | 1854 | 28 | 0 | 35 | 1647 | 51 | 0 | 86 | 39 | 30 | 0 | 17 | 24 | 45 | 0 | 3891 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 2.02% 95.04% 2.94% 0.00% | | | | 55.48% 25.16% 19.35% 0.00% | | | | 19.77% 27.91% 52.33% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 13 | 705 | 13 | 0 | / | 610 | 15 | 0 | 28 | 16 | 15 | 0 | 8 | / | 19 | 0 | 1456 |
| PEAK HR FACTOR : | 0.650 | 0.904 | 0.542 | 0.000 | 0.438 | 0.941 | 0.750 | 0.000 | 0.700 | 0.800 | 0.375 | 0.000 | 0.667 | 0.583 | 0.528 | 0.000 | 0.919 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo
Control: Signalized

Custom ID: 972
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Wardman Rd | | | | Wardman Rd | | | | |
|---------------------------------------|----------------------------|----------------------|-------------------|------------------|-------------------|----------------------|-------------------|------------------|--------------------|--------------------|--------------------|------------------|--------------------|--------------------|--------------------|------------------|----------------------|
| | 0 NL | 2 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 73 | 0 | 0 | 1 | 100 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 187 |
| 7:15 AM | 0 | 123 | 0 | 0 | 1 | 127 | 1 | 0 | 7 | 4 | 1 | 0 | 1 | 3 | 5 | 0 | 273 |
| 7:30 AM | 0 | 129 | 0 | 0 | 3 | 167 | 6 | 0 | 9 | 4 | 3 | 0 | 1 | 2 | 3 | 0 | 327 |
| 7:45 AM | 2 | 117 | 0 | 0 | 5 | 173 | 6 | 0 | 9 | 5 | 2 | 0 | 5 | 7 | 6 | 0 | 337 |
| 8:00 AM | 2 | 104 | 2 | 0 | 0 | 123 | 3 | 0 | 7 | 3 | 4 | 0 | 2 | 2 | 5 | 0 | 257 |
| 8:15 AM | 3 | 95 | 0 | 0 | 0 | 92 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 203 |
| 8:30 AM | 1 | 114 | 1 | 0 | 1 | 97 | 4 | 0 | 7 | 2 | 2 | 0 | 1 | 0 | 4 | 0 | 234 |
| 8:45 AM | 0 | 110 | 3 | 0 | 2 | 118 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 246 |
| 9:00 AM | 0 | 101 | 0 | 0 | 4 | 84 | 5 | 0 | 7 | 3 | 3 | 0 | 3 | 2 | 3 | 0 | 215 |
| 9:15 AM | 1 | 80 | 0 | 0 | 0 | 77 | 5 | 0 | 4 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 174 |
| 9:30 AM | 2 | 73 | 0 | 0 | 1 | 86 | 4 | 0 | 4 | 2 | 3 | 0 | 2 | 1 | 0 | 0 | 178 |
| 9:45 AM | 1 | 78 | 0 | 0 | 0 | 78 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 1 | 1 | 0 | 166 |
| TOTAL VOLUMES : APPROACH %'s : | NL 12 0.99% | NT 1197 98.52% | NR 6 0.49% | NU 0 0.00% | SL 18 1.31% | ST 1322 95.94% | SR 38 2.76% | SU 0 0.00% | EL 72 54.96% | ET 31 23.66% | ER 28 21.37% | EU 0 0.00% | WL 16 21.92% | WT 21 28.77% | WR 36 49.32% | WU 0 0.00% | TOTAL 2797 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 4 | 4/3 | 2 | 0 | 9 | 59U | 1b | U | 32 | 1b | U | U | 9 | 14 | 19 | 0 | 1194 |
| PEAK HR FACTOR : | U.50U | U.91/ | U.25U | U.UUU | U.45U | U.8553 | U.66/ | U.UUU | U.889 | U.8UU | U.625 | U.UUU | U.450 | U.500 | U.792 | U.0000 | U.086 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 3 | 87 | 0 | 0 | 1 | 74 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 176 |
| 12:15 PM | 2 | 101 | 1 | 0 | 3 | 93 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 211 |
| 12:30 PM | 1 | 90 | 1 | 0 | 2 | 106 | 1 | 0 | 1 | 4 | 2 | 0 | 2 | 0 | 2 | 0 | 212 |
| 12:45 PM | 3 | 97 | 2 | 0 | 1 | 89 | 4 | 0 | 4 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 207 |
| 1:00 PM | 0 | 90 | 0 | 0 | 3 | 96 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 6 | 0 | 201 |
| 1:15 PM | 0 | 95 | 2 | 0 | 0 | 93 | 3 | 0 | 5 | 4 | 5 | 0 | 0 | 0 | 2 | 0 | 209 |
| 1:30 PM | 0 | 105 | 0 | 0 | 1 | 73 | 1 | 0 | 3 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 190 |
| 1:45 PM | 0 | 99 | 1 | 0 | 0 | 90 | 2 | 0 | 5 | 3 | 2 | 0 | 1 | 3 | 2 | 0 | 208 |
| TOTAL VOLUMES : APPROACH %'s : | NL 9 1.15% | NT 764 97.95% | NR 7 0.90% | NU 0 0.00% | SL 11 1.48% | ST 714 96.23% | SR 17 2.29% | SU 0 0.00% | EL 23 36.51% | ET 20 31.75% | ER 20 31.75% | EU 0 0.00% | WL 6 20.69% | WT 3 10.34% | WR 19 65.52% | WU 1 3.45% | TOTAL 1614 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 6 | 3/8 | 4 | 0 | 9 | 384 | 8 | 0 | 9 | 8 | 9 | 0 | 3 | 0 | 12 | 1 | 831 |
| PEAK HR FACTOR : | U.50U | U.936 | U.50U | U.UUU | U.75U | U.906 | U.50U | U.UUU | U.563 | U.50U | U.75U | U.UUU | U.3/5 | U.0UU | U.50U | U.25U | U.0980 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 132 | 6 | 0 | 3 | 0 | 4 | 0 | 2 | 4 | 5 | 0 | 307 |
| 3:15 PM | 1 | 137 | 1 | 0 | 5 | 124 | 3 | 0 | 13 | 3 | 1 | 0 | 4 | 2 | 1 | 0 | 295 |
| 3:30 PM | 0 | 150 | 1 | 0 | 2 | 109 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 276 |
| 3:45 PM | 1 | 116 | 1 | 0 | 6 | 144 | 3 | 0 | 4 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 283 |
| 4:00 PM | 5 | 142 | 3 | 0 | 1 | 122 | 8 | 0 | 4 | 3 | 1 | 0 | 0 | 4 | 3 | 0 | 296 |
| 4:15 PM | 5 | 131 | 4 | 0 | 1 | 140 | 3 | 0 | 15 | 2 | 1 | 0 | 1 | 3 | 3 | 0 | 309 |
| 4:30 PM | 4 | 176 | 1 | 0 | 5 | 130 | 8 | 0 | 7 | 7 | 3 | 0 | 2 | 1 | 6 | 0 | 350 |
| 4:45 PM | 5 | 155 | 3 | 0 | 0 | 149 | 2 | 0 | 10 | 5 | 1 | 0 | 3 | 2 | 5 | 0 | 340 |
| 5:00 PM | 3 | 178 | 6 | 0 | 4 | 136 | 3 | 0 | 9 | 5 | 3 | 0 | 2 | 1 | 9 | 0 | 359 |
| 5:15 PM | 3 | 193 | 0 | 0 | 2 | 161 | 5 | 0 | 4 | 4 | 10 | 0 | 3 | 3 | 5 | 0 | 393 |
| 5:30 PM | 2 | 175 | 4 | 0 | 1 | 158 | 4 | 0 | 5 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 353 |
| 5:45 PM | 4 | 132 | 2 | 0 | 4 | 122 | 4 | 0 | 4 | 3 | 2 | 0 | 0 | 1 | 3 | 0 | 281 |
| TOTAL VOLUMES : APPROACH %'s : | NL 35 1.85% | NT 1829 96.72% | NR 27 1.43% | NU 0 0.00% | SL 35 2.04% | ST 1627 95.04% | SR 50 2.92% | SU 0 0.00% | EL 86 55.84% | ET 39 25.32% | ER 29 18.83% | EU 0 0.00% | WL 17 20.00% | WT 24 28.24% | WR 44 51.76% | WU 0 0.00% | TOTAL 3842 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 13 | 7/1 | 13 | 0 | / | 604 | 14 | 0 | 28 | 1b | 15 | 0 | 8 | / | 19 | 0 | 1445 |
| PEAK HR FACTOR : | U.650 | U.908 | U.542 | U.000 | U.92/ | 0.438 | 0.938 | 0.700 | 0.700 | 0.800 | 0.375 | 0.000 | U.667 | 0.583 | 0.528 | U./U8 | U.019 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo
Control: Signalized

Custom ID: 972
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Wardman Rd | | | | Wardman Rd | | | | |
|---------------------------------------|----------------------------|-------|-------|-------|-------------------|-------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|--------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 AM | 0 | 3 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 8:00 AM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 8:15 AM | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 0 | 33 | 1 | 0 | 0 | 32 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 74 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | 0.00% | | | | 33.33% | | | | 25.00% | | | | TOTAL |
| PEAK HR VOL : | 0 | 9 | 1 | 0 | U | 1b | 1 | U | 1 | U | U | U | 0 | 1 | 1 | 0 | 30 |
| PEAK HR FACTOR : | U.UUU | 0.563 | 0.250 | U.UUU | U.UUU | 0.800 | 0.250 | U.UUU | 0.250 | U.UUU | U.UUU | U.UUU | 0.000 | 0.250 | 0.250 | 0.000 | 0.750 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 0 | 14 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 37 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | 0.00% | | | | 25.00% | | | | 100.00% | | | | TOTAL |
| PEAK HR VOL : | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.700 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 3:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 PM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 0 | 25 | 1 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 49 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 0.00% | | | | 0.00% | | | | 100.00% | | | | TOTAL |
| PEAK HR VOL : | 0 | 4 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo
Control: Signalized

Custom ID: 972
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Wardman Rd | | | | Wardman Rd | | | | |
|---------------------------------------|----------------------------|--------------------|-------------------|------------------|-------------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|------------------|--------------------|-------------------|-------------------|------------------|--------------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 2 100.00% | NR 0 0.00% | NU 0 0.00% | SL 1 50.00% | ST 1 50.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 2 100.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0 | WT 0 0 | WR 0 0 | WU 0 0 | TOTAL 6 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| PEAK HR FACTOR : | UUU 0.000 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | U.25U 0.250 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | UUUU 0.250 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 3 60.00% | NR 2 40.00% | NU 0 0.00% | SL 0 0.00% | ST 2 100.00% | SR 0 0.00% | SU 0 0.00% | EL 1 50.00% | ET 0 0.00% | ER 1 50.00% | EU 0 0.00% | WL 1 100.00% | WT 0 0.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 10 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| PEAK HR FACTOR : | UUU 0.000 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | U.25U 0.250 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | UUUU 0.250 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | 0.250 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | 0.625 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 7 87.50% | NR 1 12.50% | NU 0 0.00% | SL 0 0.00% | ST 3 100.00% | SR 0 0.00% | SU 0 0.00% | EL 1 50.00% | ET 1 50.00% | ER 0 0.00% | EU 0 0.00% | WL 2 28.57% | WT 4 57.14% | WR 1 14.29% | WU 0 0.00% | TOTAL 20 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 8 |
| PEAK HR FACTOR : | UUU 0.000 | U.417 0.417 | UUUU 0.000 | UUUU 0.000 | U.25U 0.250 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | U.25U 0.250 | U.25U 0.250 | UUUU 0.250 | UUUU 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.667 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo

Custom ID: 972
Date: 9/17/2024

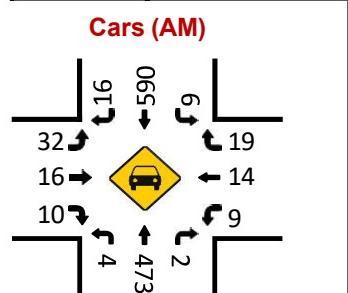
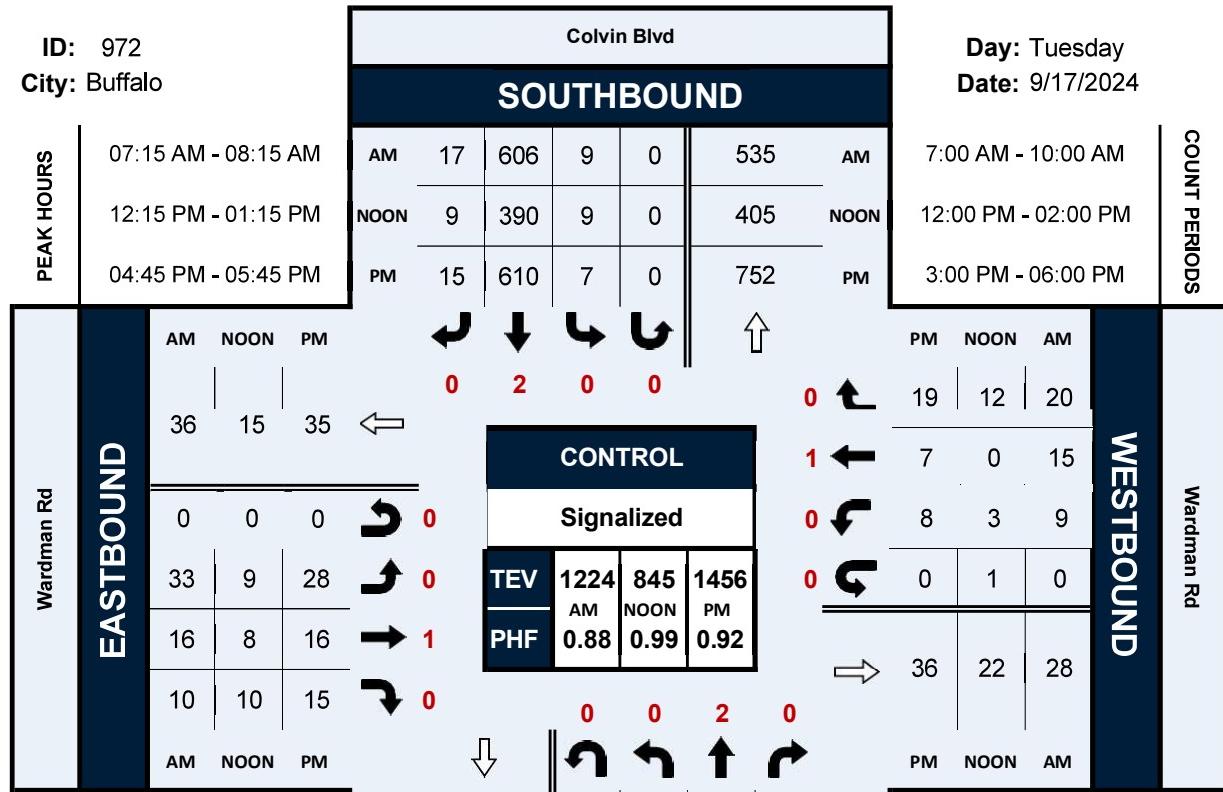
Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Wardman Rd | | Wardman Rd | | |
|-------------------------|----------------------------|-----------|-------------|-----------|------------|-----------|------------|-----------|--------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 8:00 AM | 0 | 2 | 0 | 0 | 3 | 1 | 2 | 0 | 8 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 8:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 6 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 |
| 9:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 9:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 |
| 9:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 5 | 5 | 0 | 7 | 9 | 7 | 7 | 40 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 1 | 0 | 3 | 3 | 3 | 2 | 15 |
| PEAK HR FACTOR : | 0.375 | 0.375 | 0.250 | 0.250 | 0.250 | 0.750 | 0.375 | 0.500 | 0.469 |
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 7 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 1:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 4 | 1 | 0 | 0 | 2 | 8 | 4 | 4 | 23 |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 0 | 0 | 1 | 7 | 1 | 3 | 14 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.500 | 0.250 | 0.250 | 0.583 | 0.250 | 0.250 | 0.500 |
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| 3:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 22 |
| 3:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| 4:45 PM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 4 |
| 5:00 PM | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 7 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 8 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 3 | 3 | 0 | 1 | 34 | 9 | 5 | 4 | 59 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 3 | 0 | 0 | 4 | 3 | 3 | 1 | 15 |
| PEAK HR FACTOR : | 0.250 | 0.375 | 0.333 | 0.500 | 0.583 | 0.375 | 0.750 | 0.500 | 0.536 |

Colvin Blvd & Wardman Rd**Peak Hour Turning Movement Count**

ID: 972
City: Buffalo

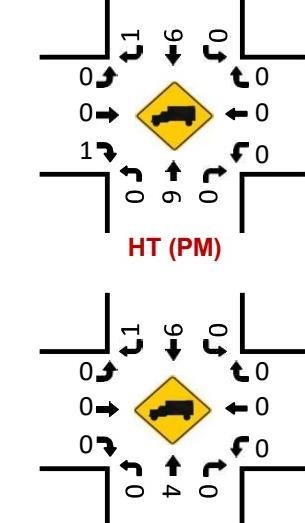
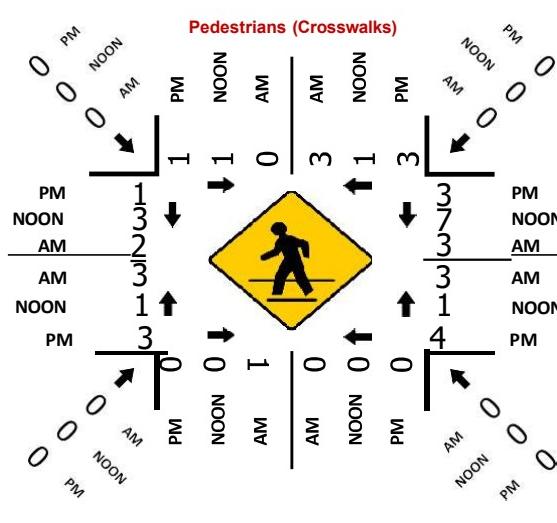
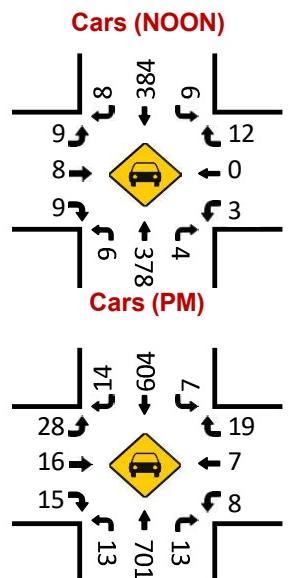
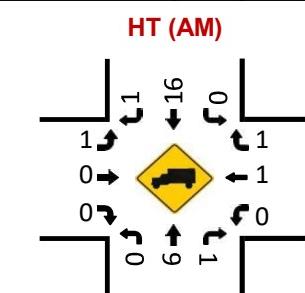
Day: Tuesday
Date: 9/17/2024



NORTHBOUND

Colvin Blvd

| PM | 633 | 0 | 13 | 705 | 13 | PM |
|------|-----|---|----|-----|----|------|
| NOON | 403 | 0 | 6 | 384 | 4 | NOON |
| AM | 625 | 0 | 4 | 482 | 3 | AM |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Kenmore Ave | | | | Kenmore Ave | | | | |
|---------------------------------------|----------------------------|----------------|---------------|------------|-------------------|----------------|---------------|------------|------------------|----------------|---------------|------------|------------------|----------------|--------------|------------|-------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 8 | 57 | 18 | 0 | 3 | 82 | 10 | 0 | 6 | 51 | 5 | 0 | 26 | 71 | 4 | 0 | 341 |
| 7:15 AM | 7 | 79 | 24 | 0 | 3 | 123 | 13 | 0 | 8 | 51 | 9 | 0 | 35 | 89 | 9 | 0 | 450 |
| 7:30 AM | 11 | 101 | 39 | 0 | 6 | 144 | 17 | 0 | 7 | 70 | 7 | 0 | 33 | 73 | 14 | 0 | 522 |
| 7:45 AM | 9 | 95 | 26 | 0 | 10 | 145 | 24 | 0 | 7 | 106 | 12 | 0 | 50 | 110 | 6 | 0 | 600 |
| 8:00 AM | 5 | 93 | 31 | 0 | 7 | 124 | 13 | 0 | 4 | 48 | 7 | 0 | 35 | 109 | 8 | 0 | 484 |
| 8:15 AM | 20 | 86 | 15 | 0 | 2 | 78 | 7 | 0 | 8 | 68 | 13 | 0 | 32 | 72 | 3 | 0 | 404 |
| 8:30 AM | 7 | 95 | 24 | 0 | 10 | 102 | 12 | 0 | 8 | 66 | 13 | 0 | 30 | 83 | 8 | 0 | 458 |
| 8:45 AM | 7 | 81 | 21 | 0 | 8 | 86 | 20 | 0 | 10 | 57 | 15 | 0 | 30 | 89 | 9 | 0 | 433 |
| 9:00 AM | 13 | 66 | 19 | 0 | 4 | 75 | 17 | 0 | 6 | 39 | 10 | 0 | 28 | 86 | 7 | 0 | 370 |
| 9:15 AM | 11 | 58 | 19 | 0 | 7 | 64 | 5 | 0 | 7 | 56 | 14 | 0 | 16 | 67 | 7 | 0 | 331 |
| 9:30 AM | 13 | 54 | 36 | 0 | 3 | 80 | 10 | 0 | 12 | 63 | 14 | 0 | 18 | 60 | 3 | 0 | 366 |
| 9:45 AM | 11 | 51 | 19 | 0 | 6 | 69 | 10 | 0 | 8 | 62 | 9 | 0 | 15 | 80 | 12 | 0 | 352 |
| TOTAL VOLUMES : APPROACH %'s : | 122 9.18% | 916 68.92% | 291 21.90% | 0 0.00% | 69 4.93% | 1172 83.77% | 158 11.29% | 0 0.00% | 91 9.52% | 737 77.09% | 128 13.39% | 0 0.00% | 348 24.39% | 989 69.31% | 90 6.31% | 0 0.00% | TOTAL 5111 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 32 U./2/ | 368 0.911 | 120 U./69 | 0 UUUU | 26 0.650 | 536 0.924 | 6/ U.UUU | U 0.658 | 26 0.813 | 25 0.649 | 35 U./29 | U U.UUU | 153 0.765 | 381 0.866 | 37 0.661 | 0 0.000 | 2056 |
| PEAK HR FACTOR : | 0.861 | | | | 0.878 | | | | 0.672 | | | | 0.860 | | | | 0.857 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 11 | 60 | 24 | 0 | 4 | 65 | 12 | 0 | 12 | 67 | 16 | 0 | 25 | 73 | 10 | 0 | 379 |
| 12:15 PM | 8 | 91 | 26 | 0 | 11 | 63 | 15 | 0 | 10 | 71 | 14 | 0 | 15 | 77 | 9 | 0 | 410 |
| 12:30 PM | 15 | 71 | 25 | 0 | 6 | 88 | 9 | 0 | 13 | 73 | 27 | 0 | 27 | 81 | 6 | 0 | 441 |
| 12:45 PM | 15 | 79 | 26 | 0 | 2 | 71 | 15 | 0 | 8 | 81 | 22 | 0 | 11 | 73 | 14 | 0 | 417 |
| 1:00 PM | 11 | 69 | 22 | 0 | 6 | 73 | 9 | 0 | 12 | 67 | 19 | 0 | 28 | 78 | 7 | 0 | 401 |
| 1:15 PM | 15 | 93 | 20 | 0 | 8 | 73 | 17 | 0 | 9 | 67 | 15 | 0 | 24 | 78 | 9 | 0 | 428 |
| 1:30 PM | 9 | 87 | 23 | 0 | 5 | 59 | 8 | 0 | 7 | 75 | 18 | 0 | 25 | 79 | 4 | 0 | 399 |
| 1:45 PM | 24 | 81 | 14 | 0 | 4 | 65 | 11 | 0 | 9 | 54 | 16 | 0 | 13 | 69 | 9 | 0 | 369 |
| TOTAL VOLUMES : APPROACH %'s : | 108 11.75% | 631 68.66% | 180 19.59% | 0 0.00% | 46 6.58% | 557 79.69% | 96 13.73% | 0 0.00% | 80 10.23% | 555 70.97% | 147 18.80% | 0 0.00% | 168 19.91% | 608 72.04% | 68 8.06% | 0 0.00% | TOTAL 3244 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 1687 |
| PEAK HR VOL : | 56 U.933 | 312 0.859 | 93 0.894 | 0 UUUU | 22 0.668 | 305 0.866 | 50 U./35 | 0 UUUU | 42 0.808 | 288 0.869 | 83 U./69 | 0 UUUU | 90 0.804 | 310 0.95/ | 36 0.643 | 0 UUUU | 0.956 |
| PEAK HR FACTOR : | 0.900 | | | | 0.915 | | | | 0.914 | | | | 0.956 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 125 | 36 | 0 | 0 | 104 | 8 | 0 | 13 | 68 | 24 | 0 | 43 | 93 | 13 | 0 | 547 |
| 3:15 PM | 7 | 134 | 29 | 0 | 7 | 100 | 17 | 0 | 9 | 87 | 21 | 0 | 24 | 75 | 13 | 0 | 523 |
| 3:30 PM | 13 | 126 | 25 | 0 | 5 | 77 | 14 | 0 | 9 | 87 | 12 | 0 | 25 | 83 | 18 | 0 | 494 |
| 3:45 PM | 12 | 114 | 29 | 0 | 7 | 121 | 15 | 0 | 11 | 78 | 12 | 0 | 25 | 100 | 6 | 0 | 530 |
| 4:00 PM | 17 | 130 | 27 | 0 | 7 | 97 | 11 | 0 | 10 | 109 | 21 | 0 | 29 | 99 | 14 | 0 | 571 |
| 4:15 PM | 17 | 143 | 31 | 0 | 7 | 104 | 10 | 0 | 15 | 75 | 27 | 0 | 35 | 73 | 13 | 0 | 550 |
| 4:30 PM | 14 | 168 | 23 | 0 | 5 | 114 | 15 | 0 | 10 | 82 | 25 | 0 | 29 | 85 | 16 | 0 | 586 |
| 4:45 PM | 20 | 147 | 17 | 0 | 8 | 115 | 15 | 1 | 13 | 109 | 22 | 0 | 46 | 104 | 10 | 0 | 627 |
| 5:00 PM | 18 | 178 | 24 | 0 | 6 | 102 | 15 | 0 | 22 | 102 | 25 | 0 | 42 | 94 | 14 | 0 | 642 |
| 5:15 PM | 17 | 166 | 19 | 0 | 2 | 133 | 11 | 0 | 14 | 101 | 27 | 0 | 32 | 123 | 17 | 0 | 662 |
| 5:30 PM | 13 | 150 | 23 | 0 | 7 | 152 | 12 | 0 | 15 | 89 | 20 | 0 | 29 | 96 | 13 | 0 | 619 |
| 5:45 PM | 20 | 115 | 26 | 0 | 5 | 108 | 7 | 0 | 9 | 95 | 17 | 0 | 30 | 92 | 9 | 0 | 533 |
| TOTAL VOLUMES : APPROACH %'s : | 177 8.11% | 1696 77.73% | 309 14.16% | 0 0.00% | 77 4.95% | 1327 85.34% | 150 9.65% | 1 0.06% | 150 10.10% | 1082 72.86% | 253 17.04% | 0 0.00% | 389 23.41% | 1117 67.21% | 156 9.39% | 0 0.00% | TOTAL 6884 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 2550 |
| PEAK HR VOL : | 68 U.900 | 641 0.865 | 83 0.000 | 0 UUUU | 25 0.719 | 502 0.826 | 53 0.883 | 1 0.250 | 64 0.727 | 401 0.920 | 94 0.870 | 0 0.000 | 149 0.810 | 41/ 0.848 | 54 0.794 | 0 0.000 | 0.963 |
| PEAK HR FACTOR : | 0.900 | | | | 0.846 | | | | 0.938 | | | | 0.901 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Kenmore Ave | | | | Kenmore Ave | | | | |
|---------------------------------------|----------------------------|----------------|---------------|------------|-------------------|----------------|---------------|------------|------------------|----------------|---------------|------------|------------------|----------------|--------------|------------|-------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 8 | 54 | 17 | 0 | 3 | 80 | 10 | 0 | 6 | 46 | 4 | 0 | 26 | 68 | 4 | 0 | 326 |
| 7:15 AM | 7 | 79 | 24 | 0 | 3 | 118 | 11 | 0 | 8 | 47 | 9 | 0 | 35 | 84 | 9 | 0 | 434 |
| 7:30 AM | 10 | 99 | 38 | 0 | 6 | 141 | 16 | 0 | 7 | 66 | 7 | 0 | 32 | 67 | 13 | 0 | 502 |
| 7:45 AM | 9 | 92 | 26 | 0 | 10 | 140 | 24 | 0 | 6 | 99 | 10 | 0 | 49 | 102 | 6 | 0 | 573 |
| 8:00 AM | 5 | 90 | 31 | 0 | 7 | 123 | 13 | 0 | 4 | 45 | 6 | 0 | 34 | 101 | 8 | 0 | 467 |
| 8:15 AM | 19 | 81 | 15 | 0 | 2 | 73 | 7 | 0 | 6 | 62 | 13 | 0 | 31 | 70 | 3 | 0 | 382 |
| 8:30 AM | 5 | 95 | 22 | 0 | 9 | 102 | 12 | 0 | 7 | 64 | 11 | 0 | 28 | 76 | 8 | 0 | 439 |
| 8:45 AM | 7 | 78 | 21 | 0 | 8 | 84 | 18 | 0 | 8 | 52 | 15 | 0 | 28 | 85 | 9 | 0 | 413 |
| 9:00 AM | 13 | 66 | 19 | 0 | 4 | 75 | 17 | 0 | 5 | 35 | 9 | 0 | 27 | 83 | 7 | 0 | 360 |
| 9:15 AM | 10 | 57 | 18 | 0 | 6 | 63 | 5 | 0 | 7 | 52 | 14 | 0 | 16 | 64 | 7 | 0 | 319 |
| 9:30 AM | 12 | 52 | 35 | 0 | 3 | 79 | 10 | 0 | 9 | 57 | 13 | 0 | 18 | 56 | 3 | 0 | 347 |
| 9:45 AM | 10 | 49 | 18 | 0 | 6 | 67 | 9 | 0 | 8 | 60 | 8 | 0 | 15 | 77 | 12 | 0 | 339 |
| TOTAL VOLUMES : APPROACH %'s : | 115 8.91% | 892 69.09% | 284 22.00% | 0 0.00% | 67 4.91% | 1145 83.94% | 152 11.14% | 0 0.00% | 81 9.15% | 685 77.40% | 119 13.45% | 0 0.00% | 339 24.91% | 933 68.55% | 89 6.54% | 0 0.00% | TOTAL 4901 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 31 | 360 | 119 | 0 | 26 | 522 | 64 | U | 25 | 257 | 32 | U | 150 | 354 | 36 | 0 | 1976 |
| PEAK HR FACTOR : | U//s | U.909 | U.833 | UUUU | U.650 | U.926 | U.66/ | UUUU | U.81 | U.649 | U.888 | UUUU | 0.765 | 0.868 | 0.692 | 0.000 | 0.862 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 11 | 58 | 23 | 0 | 4 | 64 | 12 | 0 | 11 | 63 | 16 | 0 | 25 | 71 | 9 | 0 | 367 |
| 12:15 PM | 7 | 91 | 26 | 0 | 11 | 62 | 15 | 0 | 9 | 70 | 14 | 0 | 13 | 75 | 9 | 0 | 402 |
| 12:30 PM | 15 | 68 | 25 | 0 | 6 | 88 | 8 | 0 | 13 | 67 | 26 | 0 | 27 | 79 | 6 | 0 | 428 |
| 12:45 PM | 14 | 78 | 26 | 0 | 2 | 67 | 15 | 0 | 8 | 77 | 21 | 0 | 11 | 71 | 14 | 0 | 404 |
| 1:00 PM | 11 | 67 | 20 | 0 | 6 | 72 | 9 | 0 | 12 | 62 | 19 | 0 | 28 | 77 | 7 | 0 | 390 |
| 1:15 PM | 15 | 93 | 19 | 0 | 8 | 71 | 15 | 0 | 9 | 65 | 15 | 0 | 23 | 72 | 9 | 0 | 414 |
| 1:30 PM | 8 | 86 | 23 | 0 | 4 | 56 | 8 | 0 | 7 | 73 | 17 | 0 | 24 | 73 | 3 | 0 | 382 |
| 1:45 PM | 23 | 80 | 13 | 0 | 3 | 63 | 11 | 0 | 9 | 51 | 15 | 0 | 13 | 64 | 9 | 0 | 354 |
| TOTAL VOLUMES : APPROACH %'s : | 104 11.56% | 621 69.00% | 175 19.44% | 0 0.00% | 44 6.47% | 543 79.85% | 93 13.68% | 0 0.00% | 78 10.41% | 528 70.49% | 143 19.09% | 0 0.00% | 164 20.20% | 582 71.67% | 66 8.13% | 0 0.00% | TOTAL 3141 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 1636 |
| PEAK HR VOL : | 55 | 306 | 90 | U | 22 | 298 | 47 | U | 42 | Z/1 | 81 | U | 89 | 299 | 36 | U | 0.956 |
| PEAK HR FACTOR : | U.91/ | U.823 | 0.865 | UUUU | U.668 | U.84/ | U.833 | UUUU | U.808 | U.886 | U.79 | UUUU | U.765 | 0.946 | 0.643 | 0.000 | 0.956 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 120 | 36 | 0 | 0 | 2 | 0 | 0 | 1 | 63 | 22 | 0 | 43 | 92 | 13 | 0 | 530 |
| 3:15 PM | 8 | 130 | 28 | 0 | 7 | 98 | 17 | 0 | 9 | 78 | 21 | 0 | 23 | 71 | 13 | 0 | 502 |
| 3:30 PM | 13 | 124 | 23 | 0 | 5 | 76 | 14 | 0 | 8 | 87 | 12 | 0 | 24 | 78 | 18 | 0 | 482 |
| 3:45 PM | 12 | 112 | 28 | 0 | 7 | 116 | 15 | 0 | 10 | 75 | 12 | 0 | 25 | 99 | 5 | 0 | 516 |
| 4:00 PM | 15 | 128 | 26 | 0 | 7 | 96 | 9 | 0 | 9 | 105 | 21 | 0 | 28 | 92 | 13 | 0 | 549 |
| 4:15 PM | 16 | 140 | 31 | 0 | 7 | 104 | 9 | 0 | 15 | 73 | 25 | 0 | 35 | 70 | 12 | 0 | 537 |
| 4:30 PM | 14 | 168 | 23 | 0 | 5 | 112 | 14 | 0 | 10 | 77 | 24 | 0 | 29 | 83 | 16 | 0 | 575 |
| 4:45 PM | 20 | 146 | 17 | 0 | 8 | 115 | 14 | 1 | 13 | 106 | 21 | 0 | 46 | 102 | 10 | 0 | 619 |
| 5:00 PM | 18 | 175 | 24 | 0 | 6 | 101 | 15 | 0 | 22 | 100 | 24 | 0 | 41 | 93 | 14 | 0 | 633 |
| 5:15 PM | 17 | 165 | 18 | 0 | 2 | 132 | 11 | 0 | 14 | 98 | 25 | 0 | 32 | 119 | 16 | 0 | 649 |
| 5:30 PM | 13 | 149 | 23 | 0 | 6 | 151 | 12 | 0 | 15 | 89 | 20 | 0 | 29 | 91 | 13 | 0 | 611 |
| 5:45 PM | 20 | 114 | 26 | 0 | 5 | 107 | 7 | 0 | 9 | 93 | 17 | 0 | 29 | 92 | 9 | 0 | 528 |
| TOTAL VOLUMES : APPROACH %'s : | 173 8.06% | 1671 77.83% | 303 14.11% | 0 0.00% | 76 4.96% | 1310 85.56% | 144 9.41% | 1 0.07% | 147 10.24% | 1044 72.75% | 244 17.00% | 0 0.00% | 384 23.73% | 1082 66.87% | 152 9.39% | 0 0.00% | TOTAL 6731 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 2512 |
| PEAK HR VOL : | 68 | 635 | 82 | U | 22 | 499 | 52 | 1 | 64 | 593 | 90 | U | 148 | 405 | 53 | U | 0.968 |
| PEAK HR FACTOR : | U.904 | U.907 | 0.854 | UUUU | U.688 | U.826 | U.867 | U.250 | U.727 | U.927 | U.900 | U.000 | U.804 | 0.851 | 0.828 | U.90/ | 0.968 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Kenmore Ave | | | | Kenmore Ave | | | | |
|---------------------------------------|----------------------------|--------------|-------------|------------|-------------------|--------------|-------------|------------|------------------|--------------|-------------|------------|------------------|--------------|------------|------------|--------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 15 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 16 |
| 7:30 AM | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 6 | 1 | 0 | 20 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 7 | 2 | 0 | 1 | 8 | 0 | 0 | 27 |
| 8:00 AM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 8 | 0 | 0 | 17 |
| 8:15 AM | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 22 |
| 8:30 AM | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 7 | 0 | 0 | 19 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 5 | 0 | 0 | 2 | 4 | 0 | 0 | 20 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 3 | 0 | 0 | 10 |
| 9:15 AM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 12 |
| 9:30 AM | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 19 |
| 9:45 AM | 1 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 13 |
| TOTAL VOLUMES : APPROACH %'s : | 7 18.42% | 24 63.16% | 7 18.42% | 0 0.00% | 2 5.71% | 27 77.14% | 6 17.14% | 0 0.00% | 10 14.08% | 52 73.24% | 9 12.68% | 0 0.00% | 9 13.64% | 56 84.85% | 1 1.52% | 0 0.00% | TOTAL 210 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 8 | 1 | 0 | U | 14 | 3 | U | 1 | 18 | 3 | U | 3 | 27 | 1 | 0 | 80 |
| PEAK HR FACTOR : | 0.250 | 0.66/ | 0.250 | 0.000 | 0.000 | 0.607 | 0.3/5 | 0.000 | 0.250 | 0.643 | 0.3/5 | 0.000 | 0.750 | 0.844 | 0.250 | 0.000 | 0.741 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 12 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 8 |
| 12:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 13 |
| 12:45 PM | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 13 |
| 1:00 PM | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 1:15 PM | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 14 |
| 1:30 PM | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 6 | 1 | 0 | 17 |
| 1:45 PM | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 5 | 0 | 0 | 15 |
| TOTAL VOLUMES : APPROACH %'s : | 4 21.05% | 10 52.63% | 5 26.32% | 0 0.00% | 2 10.53% | 14 73.68% | 3 15.79% | 0 0.00% | 2 6.06% | 27 81.82% | 4 12.12% | 0 0.00% | 4 12.50% | 26 81.25% | 2 6.25% | 0 0.00% | TOTAL 103 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 51 |
| PEAK HR VOL : | 1 | 6 | 3 | 0 | U | 7 | 3 | U | U | 17 | 2 | U | 1 | 11 | 0 | 0 | 0.911 |
| PEAK HR FACTOR : | 0.250 | 0.500 | 0.3/5 | 0.000 | 0.000 | 0.625 | 0.3/5 | 0.000 | 0.000 | 0.708 | 0.500 | 0.000 | 0.250 | 0.458 | 0.000 | 0.000 | 0.911 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 17 |
| 3:15 PM | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 4 | 0 | 0 | 21 |
| 3:30 PM | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 12 |
| 3:45 PM | 0 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 14 |
| 4:00 PM | 2 | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 4 | 0 | 0 | 1 | 7 | 1 | 0 | 22 |
| 4:15 PM | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 1 | 0 | 13 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 11 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 8 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 9 |
| 5:15 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 4 | 1 | 0 | 13 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 8 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | 4 11.43% | 25 71.43% | 6 17.14% | 0 0.00% | 1 4.17% | 17 70.83% | 6 25.00% | 0 0.00% | 3 6.00% | 38 76.00% | 9 18.00% | 0 0.00% | 5 11.36% | 35 79.55% | 4 9.09% | 0 0.00% | TOTAL 153 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 38 |
| PEAK HR VOL : | 0 | 6 | 1 | 0 | 1 | 5 | 1 | U | U | 8 | 4 | U | 1 | 12 | 1 | U | 0.731 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.750 | 0.250 | 0.000 | 0.000 | 0.667 | 0.500 | 0.000 | 0.250 | 0.600 | 0.250 | 0.000 | 0.731 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Blvd | | | | Colvin Blvd | | | | Kenmore Ave | | | | Kenmore Ave | | | | |
|---------------------------------------|----------------------------|-------------------|-------------------|------------------|-------------------|--------------------|-------------------|------------------|--------------------|-------------------|-------------------|------------------|--------------------|-------------------|-------------------|------------------|--------------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 4 66.67% | NR 2 33.33% | NU 0 0.00% | SL 1 50.00% | ST 1 50.00% | SR 0 0.00% | SU 0 0.00% | EL 1 100.00% | ET 0 0.00% | ER 0 0.00% | EU 0 0.00% | WL 1 100.00% | WT 0 0.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 10 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 1 | 0 | 0 | 0.250 | 0.250 | 0.250 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| PEAK HR FACTOR : | U.UUU | U.250 | U.250 | U.UUU | U.250 | U.250 | U.250 | U.250 | U.250 | U.250 | U.250 | U.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 2 40.00% | NT 1 20.00% | NR 2 40.00% | NU 0 0.00% | SL 0 0.00% | ST 3 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 1 50.00% | ER 1 50.00% | EU 0 0.00% | WL 1 50.00% | WT 1 50.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 12 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 2 | 0 | 0 | 0.250 | 0.250 | 0.250 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| PEAK HR FACTOR : | U.250 | U.000 | U.250 | U.UUU | U.250 | 0.375 | 0.375 | 0.375 | U.000 | 0.250 | 0.250 | U.000 | U.250 | U.250 | U.000 | U.000 | 0.417 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 4 36.36% | NT 5 45.45% | NR 2 18.18% | NU 0 0.00% | SL 0 0.00% | ST 6 85.71% | SR 1 14.29% | SU 0 0.00% | EL 1 20.00% | ET 2 40.00% | ER 2 40.00% | EU 0 0.00% | WL 1 20.00% | WT 1 20.00% | WR 3 60.00% | WU 0 0.00% | TOTAL 28 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 1 | 2 | 0 | 0 | 0.250 | 0.250 | 0.250 | 0 | 0 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | TOTAL |
| PEAK HR FACTOR : | U.625 | U.250 | U.500 | U.000 | U.375 | U.250 | U.250 | U.250 | U.000 | U.000 | U.000 | U.000 | U.250 | U.000 | U.500 | U.000 | 0.500 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo

Custom ID: 187
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Blvd | | Colvin Blvd | | Kenmore Ave | | Kenmore Ave | | TOTAL |
|------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 7:15 AM | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 4 |
| 7:30 AM | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 8 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 8:00 AM | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 7 |
| 8:15 AM | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 5 |
| 8:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 9:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 |
| 9:15 AM | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 5 |
| 9:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 5 |
| 9:45 AM | 2 | 4 | 0 | 2 | 1 | 0 | 0 | 1 | 10 |
| TOTAL VOLUMES : | EB 7 | WB 11 | EB 4 | WB 7 | NB 5 | SB 2 | NB 8 | SB 13 | TOTAL 57 |
| APPROACH %'s : | 38.89% | 61.11% | 36.36% | 63.64% | 71.43% | 28.57% | 38.10% | 61.90% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 5 | 1 | 2 | 3 | 1 | 3 | 5 | 21 |
| PEAK HR FACTOR : | 0.250 0.750 | 0.625 0.375 | 0.250 0.375 | 0.250 0.875 | 0.750 0.500 | 0.250 0.500 | 0.750 0.250 | 0.625 0.250 | 0.656 |

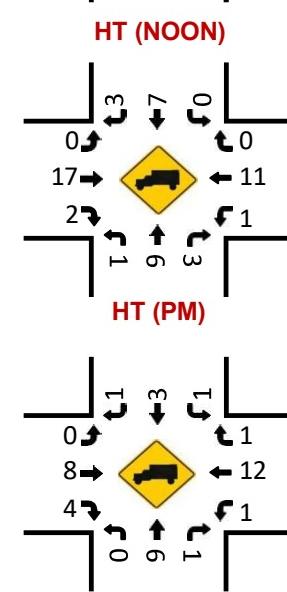
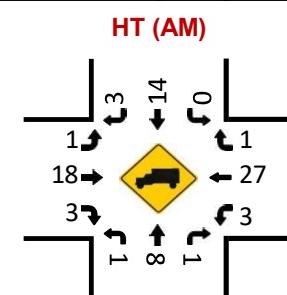
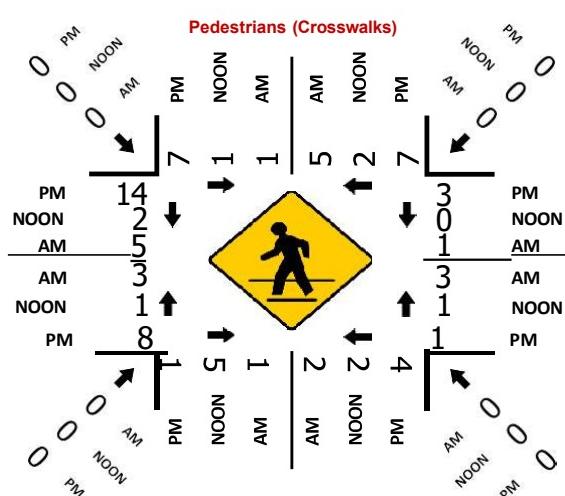
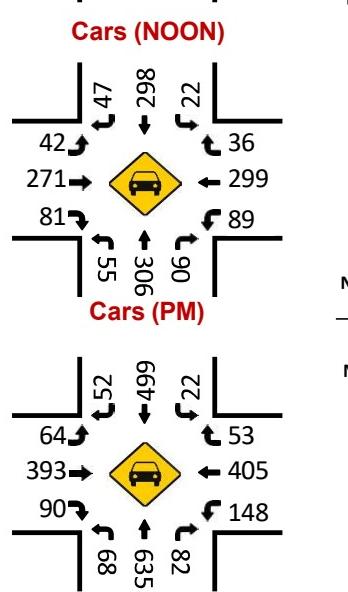
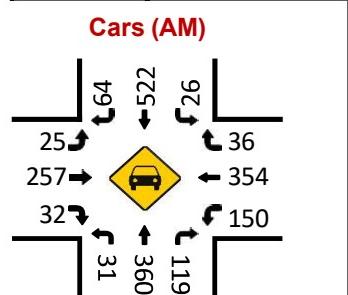
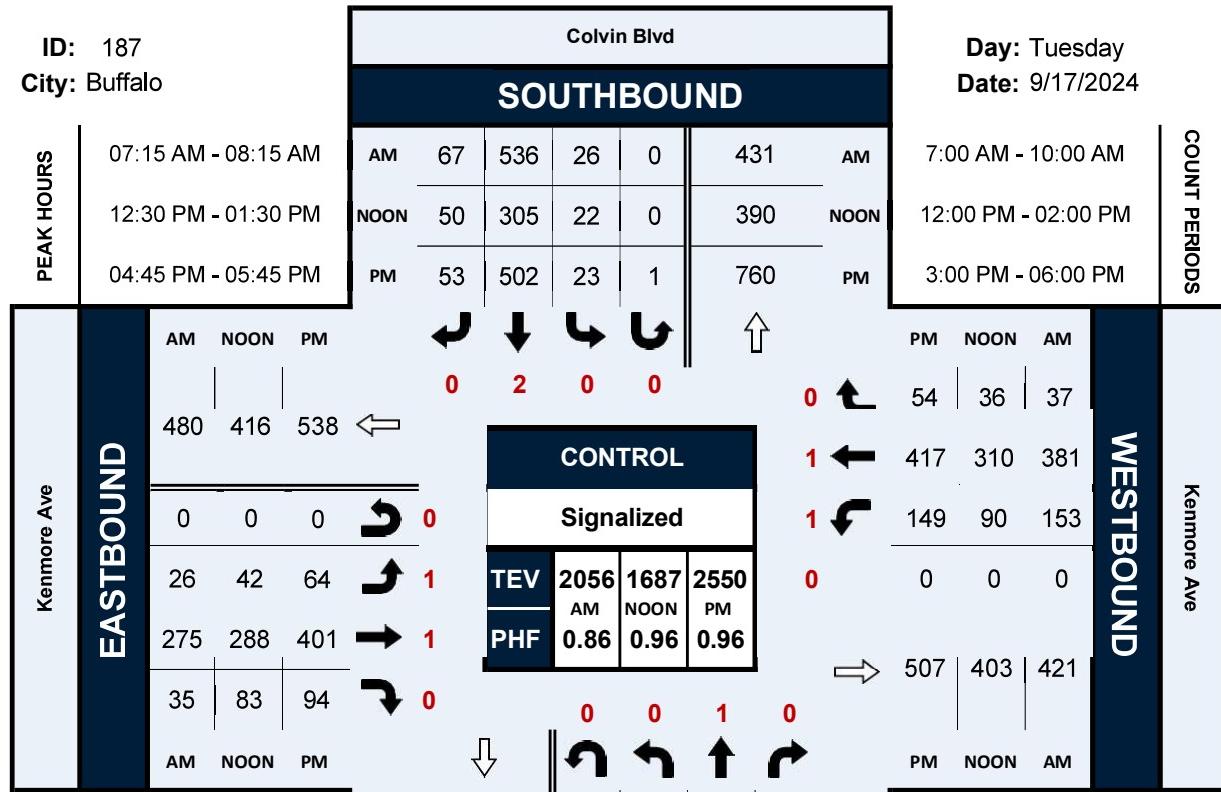
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 4 |
| 12:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 6 |
| 12:30 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 12:45 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 1:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 5 |
| 1:30 PM | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 5 |
| 1:45 PM | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : | EB 8 | WB 6 | EB 6 | WB 4 | NB 1 | SB 2 | NB 3 | SB 4 | TOTAL 34 |
| APPROACH %'s : | 57.14% | 42.86% | 60.00% | 40.00% | 33.33% | 66.67% | 42.86% | 57.14% | |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 2 | 5 | 2 | 1 | 0 | 1 | 2 | 14 |
| PEAK HR FACTOR : | 0.250 0.375 | 0.500 0.875 | 0.625 0.875 | 0.500 0.500 | 0.250 0.250 | 0.250 0.250 | 0.250 0.250 | 0.250 0.250 | 0.700 |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 3 | 0 | 1 | 3 | 0 | 2 | 2 | 4 | 15 |
| 3:15 PM | 2 | 0 | 5 | 2 | 2 | 3 | 2 | 2 | 18 |
| 3:30 PM | 0 | 2 | 2 | 2 | 0 | 2 | 0 | 2 | 10 |
| 3:45 PM | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 0 | 11 |
| 4:00 PM | 1 | 0 | 2 | 0 | 1 | 2 | 4 | 0 | 10 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 5 | 11 |
| 5:00 PM | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 12 |
| 5:15 PM | 1 | 3 | 0 | 1 | 0 | 3 | 2 | 1 | 11 |
| 5:30 PM | 3 | 1 | 1 | 0 | 1 | 0 | 2 | 3 | 11 |
| 5:45 PM | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 3 | 12 |
| TOTAL VOLUMES : | EB 14 | WB 16 | EB 13 | WB 15 | NB 7 | SB 16 | NB 19 | SB 28 | TOTAL 128 |
| APPROACH %'s : | 46.67% | 53.33% | 46.43% | 53.57% | 30.43% | 69.57% | 40.43% | 59.57% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 7 | 7 | 1 | 4 | 1 | 3 | 8 | 14 | 45 |
| PEAK HR FACTOR : | 0.583 0.875 | 0.583 0.625 | 0.250 0.333 | 0.500 0.250 | 0.250 0.333 | 0.250 0.250 | 1.000 1.000 | 0.700 0.786 | 0.938 |

Colvin Blvd & Kenmore Ave**Peak Hour Turning Movement Count**

ID: 187
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Sanders Rd | | | | Sanders Rd | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|--------------|-------------|-------------|------------------|--------------|--------------|-------------|------------------|--------------|--------------|-------------|----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 4 | 74 | 1 | 0 | 0 | 117 | 2 | 0 | 4 | 2 | 5 | 0 | 3 | 1 | 4 | 0 | 217 |
| 7:15 AM | 8 | 107 | 4 | 0 | 3 | 162 | 3 | 0 | 2 | 3 | 11 | 0 | 12 | 3 | 3 | 0 | 321 |
| 7:30 AM | 6 | 143 | 1 | 0 | 2 | 180 | 2 | 0 | 7 | 7 | 9 | 0 | 8 | 2 | 0 | 0 | 367 |
| 7:45 AM | 5 | 141 | 4 | 0 | 1 | 210 | 4 | 0 | 3 | 10 | 11 | 0 | 4 | 2 | 1 | 0 | 396 |
| 8:00 AM | 3 | 119 | 1 | 0 | 0 | 160 | 6 | 0 | 7 | 6 | 16 | 0 | 2 | 4 | 0 | 0 | 324 |
| 8:15 AM | 5 | 127 | 0 | 0 | 0 | 124 | 8 | 0 | 5 | 1 | 9 | 0 | 6 | 1 | 1 | 0 | 287 |
| 8:30 AM | 7 | 109 | 2 | 0 | 1 | 140 | 8 | 0 | 7 | 6 | 10 | 0 | 4 | 4 | 0 | 0 | 298 |
| 8:45 AM | 3 | 104 | 1 | 0 | 0 | 131 | 3 | 0 | 4 | 4 | 10 | 0 | 3 | 0 | 0 | 0 | 263 |
| 9:00 AM | 7 | 96 | 2 | 0 | 0 | 109 | 1 | 0 | 4 | 3 | 5 | 0 | 2 | 2 | 2 | 0 | 233 |
| 9:15 AM | 7 | 94 | 4 | 0 | 0 | 96 | 6 | 0 | 6 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 220 |
| 9:30 AM | 5 | 94 | 4 | 0 | 0 | 102 | 2 | 0 | 4 | 4 | 6 | 0 | 6 | 3 | 1 | 0 | 231 |
| 9:45 AM | 4 | 92 | 3 | 0 | 0 | 90 | 7 | 0 | 1 | 1 | 6 | 0 | 3 | 2 | 1 | 0 | 210 |
| TOTAL VOLUMES : APPROACH %'s : | 64 4.60% | 1300 93.46% | 27 1.94% | 0 0.00% | SL 0.42% | ST 96.49% | SR 3.10% | SU 0.00% | EL 26.47% | ET 23.04% | ER 50.49% | EU 0.00% | WL 58.70% | WT 26.09% | WR 15.22% | WU 0.00% | TOTAL 3367 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 22 0.688 | 510 0.892 | 10 0.625 | 0 0.000 | b 0.500 | /12 0.848 | 15 0.625 | U 0.000 | 19 0.679 | 2b 0.650 | 4/ 0.134 | U 0.000 | 26 0.542 | 11 0.688 | 4 0.333 | 0 0.000 | TOTAL 1408 |
| PEAK HR FACTOR : | 0.903 | | | | 0.852 | | | | 0.793 | | | | 0.569 | | | | 0.889 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 6 | 98 | 2 | 0 | 0 | 96 | 6 | 0 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 217 |
| 12:15 PM | 7 | 122 | 4 | 0 | 0 | 99 | 4 | 0 | 4 | 3 | 6 | 0 | 2 | 2 | 0 | 0 | 253 |
| 12:30 PM | 11 | 116 | 1 | 0 | 3 | 131 | 4 | 0 | 2 | 4 | 5 | 0 | 2 | 3 | 1 | 0 | 283 |
| 12:45 PM | 12 | 120 | 5 | 1 | 1 | 100 | 6 | 0 | 1 | 3 | 4 | 0 | 0 | 3 | 0 | 0 | 256 |
| 1:00 PM | 5 | 102 | 0 | 0 | 3 | 112 | 5 | 0 | 2 | 1 | 5 | 0 | 2 | 2 | 1 | 0 | 240 |
| 1:15 PM | 3 | 128 | 2 | 0 | 0 | 109 | 3 | 0 | 1 | 1 | 7 | 0 | 0 | 2 | 2 | 0 | 258 |
| 1:30 PM | 8 | 120 | 3 | 0 | 3 | 92 | 3 | 0 | 5 | 2 | 5 | 0 | 3 | 4 | 1 | 0 | 249 |
| 1:45 PM | 9 | 110 | 0 | 0 | 1 | 91 | 6 | 0 | 6 | 2 | 8 | 0 | 2 | 3 | 1 | 0 | 239 |
| TOTAL VOLUMES : APPROACH %'s : | 61 6.13% | 916 92.05% | 17 1.71% | 1 0.10% | SL 1.25% | ST 94.53% | SR 4.21% | SU 0.00% | EL 28.24% | ET 21.18% | ER 50.59% | EU 0.00% | WL 32.43% | WT 51.35% | WR 16.22% | WU 0.00% | TOTAL 1995 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 1037 |
| PEAK HR VOL : | 31 0.046 | 466 0.910 | 8 0.400 | 1 0.250 | 7 0.583 | 452 0.865 | 18 0.750 | U 0.000 | 6 0.583 | 9 0.750 | 21 0.619 | U 0.000 | 4 0.500 | 10 0.833 | 4 0.500 | 0 0.000 | 0.916 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 3:15 PM | 12 | 180 | 8 | 0 | 3 | 155 | 5 | 0 | 7 | 4 | 8 | 0 | 4 | 4 | 2 | 0 | 392 |
| 3:30 PM | 10 | 173 | 3 | 0 | 1 | 147 | 7 | 0 | 3 | 1 | 4 | 0 | 4 | 4 | 1 | 0 | 358 |
| 3:45 PM | 6 | 168 | 5 | 0 | 2 | 108 | 7 | 0 | 5 | 2 | 6 | 0 | 7 | 1 | 5 | 0 | 322 |
| 4:00 PM | 14 | 168 | 9 | 0 | 3 | 135 | 3 | 0 | 3 | 5 | 6 | 0 | 5 | 2 | 0 | 0 | 353 |
| 4:15 PM | 8 | 174 | 5 | 0 | 1 | 155 | 7 | 0 | 3 | 2 | 5 | 0 | 3 | 10 | 1 | 0 | 374 |
| 4:30 PM | 16 | 198 | 11 | 0 | 2 | 156 | 5 | 0 | 4 | 2 | 6 | 0 | 4 | 2 | 1 | 0 | 407 |
| 4:45 PM | 7 | 217 | 14 | 0 | 2 | 153 | 8 | 0 | 2 | 4 | 4 | 0 | 3 | 2 | 1 | 0 | 417 |
| 5:00 PM | 11 | 207 | 9 | 0 | 3 | 175 | 11 | 0 | 2 | 8 | 3 | 0 | 5 | 5 | 1 | 0 | 440 |
| 5:15 PM | 19 | 205 | 8 | 0 | 1 | 169 | 5 | 0 | 12 | 10 | 12 | 0 | 6 | 3 | 0 | 0 | 450 |
| 5:30 PM | 13 | 207 | 5 | 0 | 1 | 173 | 11 | 0 | 4 | 6 | 21 | 0 | 3 | 4 | 3 | 0 | 451 |
| 5:45 PM | 14 | 170 | 6 | 0 | 2 | 195 | 7 | 0 | 2 | 6 | 16 | 0 | 5 | 3 | 4 | 0 | 430 |
| 6:00 PM | 11 | 170 | 3 | 0 | 2 | 140 | 5 | 0 | 3 | 9 | 13 | 0 | 6 | 0 | 0 | 0 | 362 |
| TOTAL VOLUMES : APPROACH %'s : | 141 5.72% | 2237 90.79% | 86 3.49% | 0 0.00% | SL 1.17% | ST 94.71% | SR 4.12% | SU 0.00% | EL 23.47% | ET 27.70% | ER 48.83% | EU 0.00% | WL 48.25% | WT 35.09% | WR 16.67% | WU 0.00% | TOTAL 4756 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 1771 |
| PEAK HR VOL : | 57 0.750 | 789 0.953 | 28 0.778 | 0 0.000 | / | /12 0.913 | 34 0.773 | U 0.000 | 20 0.417 | 30 0.750 | 52 0.619 | U 0.000 | 19 0.792 | 15 0.750 | 8 0.500 | 0 0.000 | 0.982 |
| PEAK HR FACTOR : | 0.942 | | | | 0.923 | | | | 0.875 | | | | 0.875 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Sanders Rd | | | | Sanders Rd | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|--------------|-------------|-------------|------------------|--------------|--------------|-------------|------------------|--------------|--------------|-------------|-----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 3 | 71 | 1 | 0 | 0 | 115 | 1 | 0 | 4 | 2 | 5 | 0 | 3 | 1 | 4 | 0 | 210 |
| 7:15 AM | 6 | 106 | 3 | 0 | 2 | 159 | 3 | 0 | 2 | 3 | 11 | 0 | 11 | 3 | 3 | 0 | 312 |
| 7:30 AM | 6 | 141 | 1 | 0 | 2 | 175 | 2 | 0 | 6 | 7 | 9 | 0 | 7 | 2 | 0 | 0 | 358 |
| 7:45 AM | 5 | 137 | 4 | 0 | 1 | 202 | 4 | 0 | 3 | 10 | 11 | 0 | 4 | 2 | 1 | 0 | 384 |
| 8:00 AM | 2 | 117 | 1 | 0 | 0 | 158 | 5 | 0 | 7 | 5 | 16 | 0 | 2 | 4 | 0 | 0 | 317 |
| 8:15 AM | 4 | 121 | 0 | 0 | 0 | 121 | 7 | 0 | 5 | 1 | 9 | 0 | 6 | 1 | 1 | 0 | 276 |
| 8:30 AM | 7 | 106 | 2 | 0 | 1 | 136 | 6 | 0 | 5 | 6 | 10 | 0 | 4 | 3 | 0 | 0 | 286 |
| 8:45 AM | 2 | 102 | 1 | 0 | 0 | 128 | 2 | 0 | 4 | 3 | 8 | 0 | 2 | 0 | 0 | 0 | 252 |
| 9:00 AM | 7 | 96 | 2 | 0 | 0 | 108 | 1 | 0 | 4 | 2 | 5 | 0 | 2 | 2 | 2 | 0 | 231 |
| 9:15 AM | 6 | 91 | 4 | 0 | 0 | 94 | 6 | 0 | 5 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 212 |
| 9:30 AM | 5 | 91 | 3 | 0 | 0 | 100 | 2 | 0 | 4 | 4 | 6 | 0 | 6 | 3 | 1 | 0 | 225 |
| 9:45 AM | 4 | 88 | 3 | 0 | 0 | 88 | 7 | 0 | 1 | 1 | 6 | 0 | 3 | 2 | 1 | 0 | 204 |
| TOTAL VOLUMES : APPROACH %'s : | 57 4.23% | 1267 93.92% | 25 1.85% | 0 0.00% | SL 0.37% | ST 96.82% | SR 2.81% | SU 0.00% | EL 25.77% | ET 22.68% | ER 51.55% | EU 0.00% | WL 57.95% | WT 26.14% | WR 15.91% | WU 0.00% | TOTAL 3267 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1371 |
| PEAK HR VOL : | 19 U.92 | 501 0.888 | 9 0.563 | 0 0.000 | 5 0.625 | 694 0.859 | 14 U./UU | U UUUU | 18 0.643 | 25 0.625 | 4/ U./.34 | U UUUU | 24 0.545 | 11 0.688 | 4 0.333 | 0 0.000 | TOTAL 0.893 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 6 | 94 | 2 | 0 | 0 | 94 | 6 | 0 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 211 |
| 12:15 PM | 7 | 121 | 4 | 0 | 0 | 97 | 4 | 0 | 4 | 3 | 6 | 0 | 2 | 2 | 0 | 0 | 250 |
| 12:30 PM | 10 | 114 | 1 | 0 | 3 | 129 | 4 | 0 | 2 | 4 | 5 | 0 | 2 | 3 | 1 | 0 | 278 |
| 12:45 PM | 12 | 116 | 5 | 1 | 1 | 96 | 5 | 0 | 1 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 246 |
| 1:00 PM | 5 | 100 | 0 | 0 | 3 | 111 | 5 | 0 | 2 | 1 | 5 | 0 | 2 | 2 | 1 | 0 | 237 |
| 1:15 PM | 3 | 127 | 2 | 0 | 0 | 106 | 3 | 0 | 1 | 1 | 7 | 0 | 0 | 2 | 2 | 0 | 254 |
| 1:30 PM | 8 | 118 | 3 | 0 | 3 | 87 | 3 | 0 | 5 | 2 | 5 | 0 | 3 | 4 | 1 | 0 | 242 |
| 1:45 PM | 9 | 106 | 0 | 0 | 1 | 88 | 6 | 0 | 6 | 2 | 8 | 0 | 2 | 3 | 1 | 0 | 232 |
| TOTAL VOLUMES : APPROACH %'s : | 60 6.16% | 896 91.99% | 17 1.75% | 1 0.10% | SL 1.29% | ST 94.50% | SR 4.21% | SU 0.00% | EL 28.57% | ET 21.43% | ER 50.00% | EU 0.00% | WL 32.43% | WT 51.35% | WR 16.22% | WU 0.00% | TOTAL 1950 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 1015 |
| PEAK HR VOL : | 30 U.625 | 45/ 0.890 | 8 0.400 | 1 0.250 | 7 0.583 | 442 0.851 | 17 0.850 | U UUUU | 6 U./.50 | 9 0.563 | 20 U./.14 | U UUUU | 4 U.500 | 10 0.833 | 4 0.500 | 0 0.000 | TOTAL 0.913 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 173 | 8 | 0 | 3 | 151 | 5 | 0 | 7 | 4 | 6 | 0 | 4 | 4 | 2 | 0 | 378 |
| 3:15 PM | 10 | 169 | 3 | 0 | 1 | 144 | 7 | 0 | 3 | 1 | 4 | 0 | 2 | 4 | 1 | 0 | 349 |
| 3:30 PM | 6 | 165 | 5 | 0 | 2 | 106 | 7 | 0 | 4 | 2 | 5 | 0 | 6 | 1 | 5 | 0 | 314 |
| 3:45 PM | 14 | 163 | 9 | 0 | 3 | 132 | 3 | 0 | 3 | 4 | 5 | 0 | 5 | 2 | 0 | 0 | 343 |
| 4:00 PM | 8 | 171 | 4 | 0 | 1 | 151 | 7 | 0 | 3 | 2 | 5 | 0 | 3 | 10 | 1 | 0 | 366 |
| 4:15 PM | 15 | 195 | 10 | 0 | 2 | 154 | 5 | 0 | 3 | 2 | 5 | 0 | 4 | 1 | 1 | 0 | 397 |
| 4:30 PM | 6 | 215 | 14 | 0 | 2 | 151 | 7 | 0 | 2 | 4 | 4 | 0 | 3 | 2 | 1 | 0 | 411 |
| 4:45 PM | 11 | 205 | 9 | 0 | 3 | 174 | 11 | 0 | 2 | 8 | 3 | 0 | 5 | 5 | 1 | 0 | 437 |
| 5:00 PM | 18 | 205 | 8 | 0 | 1 | 167 | 5 | 0 | 12 | 10 | 11 | 0 | 6 | 3 | 0 | 0 | 446 |
| 5:15 PM | 13 | 204 | 5 | 0 | 1 | 170 | 10 | 0 | 4 | 6 | 21 | 0 | 3 | 4 | 3 | 0 | 444 |
| 5:30 PM | 14 | 170 | 6 | 0 | 2 | 194 | 7 | 0 | 2 | 6 | 16 | 0 | 5 | 3 | 4 | 0 | 429 |
| 5:45 PM | 10 | 169 | 3 | 0 | 2 | 139 | 4 | 0 | 3 | 9 | 13 | 0 | 6 | 0 | 0 | 0 | 358 |
| TOTAL VOLUMES : APPROACH %'s : | 136 5.61% | 2204 90.92% | 84 3.47% | 0 0.00% | SL 1.19% | ST 94.78% | SR 4.03% | SU 0.00% | EL 23.53% | ET 28.43% | ER 48.04% | EU 0.00% | WL 47.27% | WT 35.45% | WR 17.27% | WU 0.00% | TOTAL 4672 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 1756 |
| PEAK HR VOL : | 56 0.778 | 784 0.956 | 28 0.778 | 0 0.000 | 0.583 | /05 0.909 | 53 0.750 | U 0.000 | 20 0.417 | 30 0.750 | 51 0.607 | U 0.000 | 19 0.792 | 15 0.750 | 8 0.500 | U 0.000 | TOTAL 0.984 |
| PEAK HR FACTOR : | 0.939 | | | | 0.911 | | | | U/b5 | | | | U.8/5 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Sanders Rd | | | | Sanders Rd | | | | |
|---------------------------------------|----------------------------|--------------|------------|------------|-------------------|--------------|--------------|-------------|------------------|--------------|---------------|-------------|------------------|--------------|-------------|-------------|---------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 1 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 AM | 2 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:45 AM | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 AM | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 AM | 1 | 6 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 AM | 0 | 3 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 |
| 8:45 AM | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 11 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 AM | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 AM | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:45 AM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTAL VOLUMES : APPROACH %'s : | 7 16.67% | 33 78.57% | 2 4.76% | 0 0.00% | SL 2.27% | ST 84.09% | SR 13.64% | SU 0.00% | EL 40.00% | ET 30.00% | ER 30.00% | EU 0.00% | WL 75.00% | WT 25.00% | WR 0.00% | WU 0.00% | TOTAL 100 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 9 | 1 | 0 | 1 | 18 | 1 | U | 1 | 1 | U | U | 2 | 0 | 0 | 0 | 37 |
| PEAK HR FACTOR : | 0.3/5 | 0.563 | 0.250 | 0.000 | 0.250 | 0.563 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.536 | 0.771 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 PM | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 PM | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:45 PM | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTAL VOLUMES : APPROACH %'s : | 1 4.76% | 20 95.24% | 0 0.00% | 0 0.00% | SL 0.00% | ST 95.65% | SR 4.35% | SU 0.00% | EL 0.00% | ET 0.00% | ER 100.00% | EU 0.00% | WL 0 | WT 0 | WR 0 | WU 0 | TOTAL 45 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 22 |
| PEAK HR VOL : | 1 | 9 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.550 |
| PEAK HR FACTOR : | 0.250 | 0.563 | 0.000 | 0.000 | 0.000 | 0.625 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.550 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 3:15 PM | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| 3:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 3:45 PM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 PM | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 PM | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 |
| 4:30 PM | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | 5 12.50% | 33 82.50% | 2 5.00% | 0 0.00% | SL 0.00% | ST 90.32% | SR 9.68% | SU 0.00% | EL 22.22% | ET 11.11% | ER 66.67% | EU 0.00% | WL 75.00% | WT 25.00% | WR 0.00% | WU 0.00% | TOTAL 84 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 15 |
| PEAK HR VOL : | 1 | 5 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.536 |
| PEAK HR FACTOR : | 0.250 | 0.417 | 0.000 | 0.000 | 0.000 | 0.583 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.536 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Sanders Rd | | | | Sanders Rd | | | | TOTAL |
|---------------------------------------|----------------------------|--------------------|------------------|------------------|-------------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|------------------|--------------------|--------------------|------------------|------------------|--------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 6 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 3 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 2 100.00% | ER 0 0.00% | EU 0 0.00% | WL 1 100.00% | WT 0 0.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 12 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | U | U | U | U | U | U | U | 1 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | U.UUU | U.250 | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 16.67% | NT 5 83.33% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 4 100.00% | SR 0 0.00% | SU 0 0.00% | EL 1 50.00% | ET 1 50.00% | ER 0 0.00% | EU 0 0.00% | WL 0 0.00% | WT 1 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 13 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| PEAK HR FACTOR : | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:45 PM | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 9.09% | NT 9 81.82% | NR 1 9.09% | NU 0 0.00% | SL 2 20.00% | ST 8 80.00% | SR 0 0.00% | SU 0 0.00% | EL 1 10.00% | ET 5 50.00% | ER 4 40.00% | EU 0 0.00% | WL 0 0.00% | WT 3 100.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 34 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 4 | 0 | 0 | 0 | 5 | U | U | 1 | 2 | 2 | U | 0.625 | 0.625 | 0.625 | U.250 | 16 |
| PEAK HR FACTOR : | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.625 | 0.625 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo

Custom ID: 1956
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

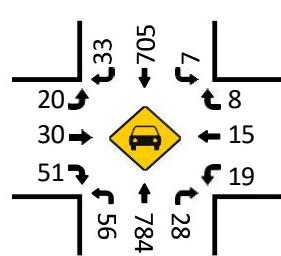
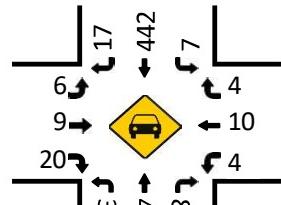
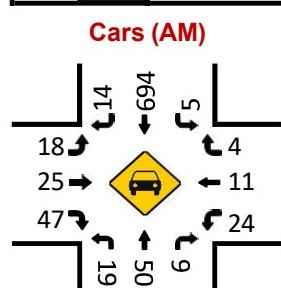
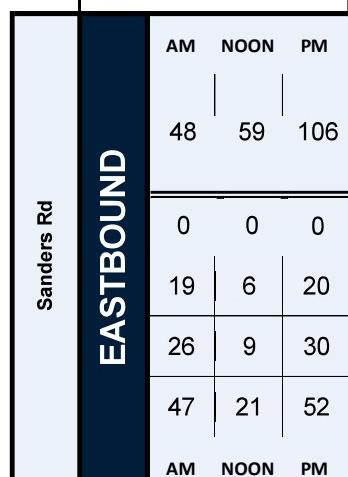
| NS/EW Streets: | Colvin Ave | | Colvin Ave | | Sanders Rd | | Sanders Rd | | TOTAL |
|------------------|----------------------------|---------------|---------------|---------------|-------------|-------|------------|-------|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 6 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 7 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 3 | 8 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 5 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 9:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 6 | 9 |
| 9:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 3 | 2 | 2 | 11 | 5 | 15 | 15 | 53 |
| 0.00% 100.00% | 50.00% 50.00% | 68.75% 31.25% | 50.00% 50.00% | | | | | | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 1 | 1 | 2 | 3 | 6 | 7 | 22 |
| PEAK HR FACTOR : | 0.500 | 0.500 | 0.250 | 0.250 | 0.500 | 0.375 | 0.500 | 0.583 | 0.688 |
| 0.500 0.625 | 0.500 0.625 | 0.417 0.417 | 0.500 0.500 | 0.375 0.417 | 0.650 0.417 | | | | |
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 12:30 PM | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 7 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1:00 PM | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 5 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 1:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 2 | 3 | 2 | 3 | 3 | 4 | 7 | 5 | 29 |
| 40.00% 60.00% | 40.00% 60.00% | 42.86% 57.14% | 40.00% 60.00% | 58.33% 41.67% | | | | | |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 3 | 2 | 1 | 2 | 3 | 3 | 2 | 18 |
| PEAK HR FACTOR : | 0.500 | 0.375 | 0.250 | 0.250 | 0.500 | 0.375 | 0.375 | 0.500 | 0.643 |
| 0.500 0.625 | 0.500 0.625 | 0.417 0.417 | 0.500 0.500 | 0.375 0.417 | 0.417 0.417 | | | | |
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 |
| 3:15 PM | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 2 | 7 |
| 3:30 PM | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 9 |
| 3:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 9 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 7 |
| 4:30 PM | 3 | 2 | 0 | 0 | 1 | 2 | 1 | 3 | 12 |
| 4:45 PM | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 7 |
| 5:00 PM | 2 | 0 | 0 | 0 | 1 | 1 | 4 | 5 | 13 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 4 |
| 5:30 PM | 0 | 1 | 0 | 0 | 5 | 0 | 2 | 0 | 8 |
| 5:45 PM | 0 | 1 | 1 | 3 | 1 | 0 | 3 | 5 | 14 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 7 | 8 | 5 | 6 | 17 | 10 | 19 | 24 | 96 |
| 46.67% 53.33% | 45.45% 54.55% | 62.96% 37.04% | 45.45% 54.55% | 44.19% 55.81% | | | | | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 2 | 0 | 0 | 9 | 1 | 8 | 9 | 32 |
| PEAK HR FACTOR : | 0.375 | 0.500 | 0.250 | 0.500 | 0.450 | 0.250 | 0.500 | 0.450 | 0.615 |
| 0.375 0.625 | 0.500 0.625 | 0.417 0.417 | 0.500 0.500 | 0.375 0.417 | 0.417 0.417 | | | | |

Colvin Ave & Sanders Rd

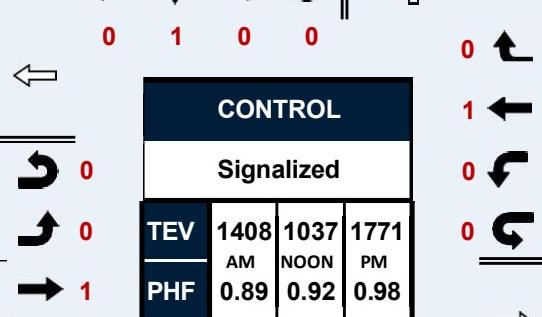
Peak Hour Turning Movement Count

ID: 1956
City: Buffalo

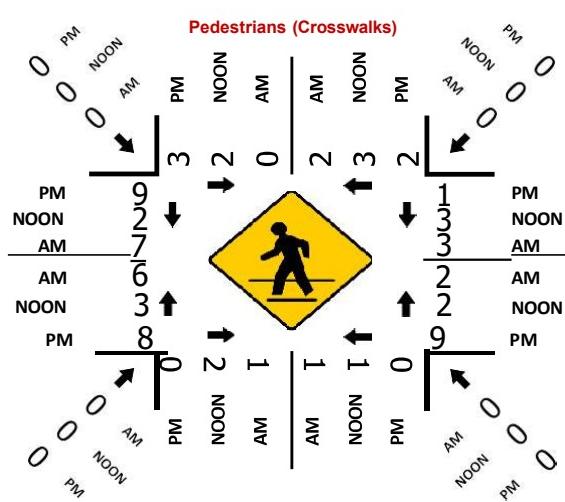
| | |
|-------------------|---------------------|
| PEAK HOURS | 07:15 AM - 08:15 AM |
| | 12:30 PM - 01:30 PM |
| | 04:45 PM - 05:45 PM |



| SOUTHBOUND | | | | | | |
|------------|----|-----|---|---|-----|------|
| AM | 15 | 712 | 6 | 0 | 533 | AM |
| NOON | 18 | 452 | 7 | 0 | 476 | NOON |
| PM | 34 | 712 | 7 | 0 | 817 | PM |

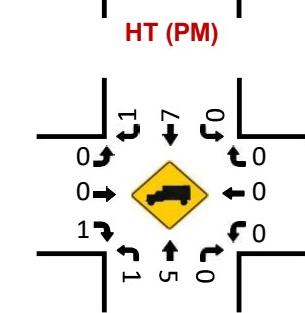
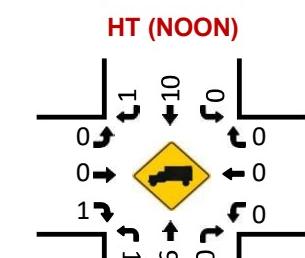
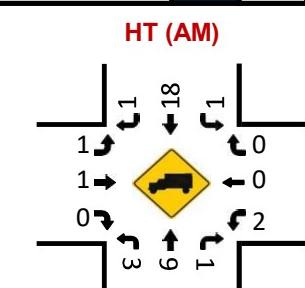


| | | | | | | |
|------|-----|---|----|-----|----|------|
| | 0 | 0 | 0 | 1 | 0 | |
| PM | 783 | 0 | 57 | 789 | 28 | PM |
| NOON | 478 | 1 | 31 | 466 | 8 | NOON |
| AM | 785 | 0 | 22 | 510 | 10 | AM |



Day: Tuesday
Date: 9/17/2024

7:00 AM - 10:00 AM
12:00 PM - 02:00 PM
3:00 PM - 06:00 PM



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - Total

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Taunton Pl | | | | Taunton Pl | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|---------------------------|---------|---------|---------|---------------------------|---------|---------|---------|---------------------------|---------|---------|---------|--------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 1 | 65 | 2 | 0 | 2 | 105 | 7 | 0 | 15 | 6 | 0 | 0 | 1 | 1 | 11 | 0 | 216 |
| 7:15 AM | 1 | 84 | 2 | 0 | 12 | 160 | 10 | 0 | 19 | 6 | 4 | 0 | 3 | 4 | 18 | 0 | 323 |
| 7:30 AM | 0 | 114 | 0 | 0 | 10 | 209 | 22 | 0 | 33 | 2 | 2 | 0 | 4 | 5 | 23 | 0 | 424 |
| 7:45 AM | 0 | 129 | 0 | 0 | 18 | 190 | 21 | 0 | 25 | 4 | 1 | 0 | 1 | 6 | 20 | 0 | 415 |
| 8:00 AM | 3 | 111 | 0 | 0 | 10 | 152 | 18 | 0 | 13 | 5 | 0 | 0 | 1 | 8 | 18 | 0 | 339 |
| 8:15 AM | 0 | 95 | 0 | 0 | 11 | 135 | 16 | 0 | 17 | 5 | 1 | 0 | 1 | 14 | 24 | 0 | 319 |
| 8:30 AM | 2 | 87 | 0 | 0 | 2 | 146 | 14 | 0 | 23 | 3 | 2 | 0 | 4 | 11 | 19 | 0 | 313 |
| 8:45 AM | 1 | 84 | 1 | 0 | 13 | 128 | 31 | 0 | 15 | 2 | 0 | 0 | 3 | 3 | 18 | 0 | 299 |
| 9:00 AM | 1 | 70 | 0 | 0 | 11 | 112 | 17 | 0 | 18 | 6 | 2 | 0 | 4 | 6 | 14 | 0 | 261 |
| 9:15 AM | 3 | 88 | 0 | 0 | 10 | 109 | 11 | 0 | 18 | 3 | 2 | 0 | 2 | 3 | 12 | 0 | 261 |
| 9:30 AM | 2 | 102 | 1 | 0 | 6 | 99 | 13 | 0 | 24 | 7 | 2 | 0 | 3 | 6 | 9 | 0 | 274 |
| 9:45 AM | 0 | 62 | 3 | 0 | 9 | 92 | 16 | 0 | 14 | 4 | 2 | 0 | 1 | 1 | 14 | 0 | 218 |
| TOTAL VOLUMES : APPROACH %'s : | 14 | 1091 | 9 | 0 | 114 | 1637 | 196 | 0 | 234 | 53 | 18 | 0 | 28 | 68 | 200 | 0 | 3662 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | 5.86% 84.08% 10.07% 0.00% | | | | 76.72% 17.38% 5.90% 0.00% | | | | 9.46% 22.97% 67.57% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 4 | 438 | 2 | 0 | 50 | /11 | /1 | U | 90 | 1/ | / | U | 9 | 23 | 79 | 0 | 1501 |
| PEAK HR FACTOR : | U.333 | U.849 | U.250 | U.UUU | U.694 | U.850 | U.80/U | U.UUU | U.682 | U./U8 | U.438 | U.UUU | 0.563 | 0.719 | 0.859 | 0.000 | 0.885 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 4 | 80 | 1 | 0 | 4 | 100 | 17 | 0 | 18 | 5 | 1 | 0 | 3 | 6 | 22 | 0 | 261 |
| 12:15 PM | 5 | 84 | 3 | 0 | 9 | 104 | 20 | 0 | 27 | 6 | 2 | 0 | 0 | 2 | 17 | 0 | 279 |
| 12:30 PM | 3 | 91 | 0 | 0 | 7 | 92 | 17 | 0 | 27 | 13 | 1 | 0 | 1 | 6 | 16 | 0 | 274 |
| 12:45 PM | 1 | 99 | 2 | 0 | 8 | 96 | 19 | 0 | 23 | 6 | 1 | 0 | 2 | 2 | 14 | 0 | 273 |
| 1:00 PM | 3 | 86 | 0 | 0 | 7 | 89 | 10 | 0 | 18 | 8 | 3 | 0 | 3 | 2 | 15 | 0 | 244 |
| 1:15 PM | 1 | 96 | 2 | 0 | 12 | 75 | 16 | 0 | 22 | 4 | 1 | 0 | 2 | 5 | 16 | 0 | 252 |
| 1:30 PM | 3 | 106 | 3 | 0 | 9 | 86 | 18 | 0 | 28 | 7 | 2 | 0 | 3 | 9 | 14 | 0 | 288 |
| 1:45 PM | 0 | 93 | 0 | 0 | 13 | 83 | 19 | 0 | 11 | 11 | 2 | 0 | 0 | 6 | 15 | 0 | 253 |
| TOTAL VOLUMES : APPROACH %'s : | 20 | 735 | 11 | 0 | 69 | 725 | 136 | 0 | 174 | 60 | 13 | 0 | 14 | 38 | 129 | 0 | 2124 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | 7.42% 77.96% 14.62% 0.00% | | | | 70.45% 24.29% 5.26% 0.00% | | | | 7.73% 20.99% 71.27% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 13 | 354 | 6 | 0 | 28 | 392 | 73 | 0 | 95 | 30 | 5 | 0 | 6 | 16 | 69 | 0 | 1087 |
| PEAK HR FACTOR : | U.65U | U.894 | U.500 | U.UUU | U.914 | U.92/U | U.913 | U.UUU | U.88U | U.5// | U.625 | U.UUU | U.50U | U.66/U | U./84 | U.UUU | 0.974 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 149 | 1 | 0 | 11 | 141 | 32 | 0 | 29 | 9 | 2 | 0 | 1 | 5 | 15 | 0 | 396 |
| 3:15 PM | 1 | 145 | 2 | 0 | 12 | 88 | 22 | 0 | 47 | 7 | 3 | 0 | 2 | 6 | 13 | 0 | 348 |
| 3:30 PM | 0 | 153 | 1 | 0 | 11 | 102 | 29 | 0 | 35 | 4 | 2 | 0 | 1 | 7 | 21 | 0 | 366 |
| 3:45 PM | 2 | 144 | 1 | 0 | 14 | 112 | 25 | 0 | 49 | 16 | 5 | 0 | 2 | 6 | 19 | 0 | 395 |
| 4:00 PM | 4 | 141 | 0 | 0 | 19 | 111 | 31 | 0 | 45 | 12 | 1 | 0 | 1 | 4 | 20 | 0 | 389 |
| 4:15 PM | 2 | 180 | 1 | 0 | 21 | 114 | 32 | 0 | 39 | 3 | 1 | 0 | 2 | 5 | 23 | 0 | 423 |
| 4:30 PM | 2 | 184 | 1 | 0 | 13 | 128 | 28 | 0 | 54 | 18 | 2 | 0 | 3 | 8 | 20 | 0 | 461 |
| 4:45 PM | 4 | 155 | 1 | 0 | 16 | 154 | 32 | 0 | 41 | 7 | 5 | 0 | 2 | 7 | 17 | 0 | 441 |
| 5:00 PM | 3 | 172 | 2 | 0 | 15 | 121 | 18 | 0 | 39 | 9 | 4 | 0 | 1 | 7 | 25 | 0 | 416 |
| 5:15 PM | 2 | 184 | 5 | 0 | 19 | 126 | 33 | 0 | 29 | 15 | 2 | 0 | 2 | 7 | 24 | 0 | 448 |
| 5:30 PM | 2 | 161 | 2 | 0 | 15 | 124 | 36 | 0 | 15 | 6 | 2 | 0 | 6 | 12 | 23 | 0 | 404 |
| 5:45 PM | 1 | 137 | 0 | 0 | 16 | 141 | 38 | 0 | 20 | 8 | 5 | 0 | 5 | 8 | 24 | 0 | 403 |
| TOTAL VOLUMES : APPROACH %'s : | 24 | 1905 | 17 | 0 | 182 | 1462 | 356 | 0 | 442 | 114 | 34 | 0 | 28 | 82 | 244 | 0 | 4890 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | 9.10% 73.10% 17.80% 0.00% | | | | 74.92% 19.32% 5.76% 0.00% | | | | 7.91% 23.16% 68.93% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 11 | 695 | 9 | 0 | 63 | 529 | 111 | 0 | 163 | 49 | 15 | 0 | 8 | 29 | 86 | 0 | 1766 |
| PEAK HR FACTOR : | U.688 | U.944 | U.450 | U.000 | U.936 | U.8/U | U.849 | U.000 | U.755 | U.681 | U.650 | U.000 | U.667 | U.906 | U.860 | U.000 | 0.958 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - Cars

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Taunton Pl | | | | Taunton Pl | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|--------------|--------------|-------------|------------------|--------------|-------------|-------------|------------------|--------------|--------------|-------------|----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 62 | 1 | 0 | 2 | 105 | 6 | 0 | 15 | 6 | 0 | 0 | 1 | 1 | 10 | 0 | 209 |
| 7:15 AM | 1 | 82 | 2 | 0 | 11 | 154 | 10 | 0 | 19 | 5 | 3 | 0 | 3 | 4 | 18 | 0 | 312 |
| 7:30 AM | 0 | 112 | 0 | 0 | 9 | 202 | 22 | 0 | 33 | 2 | 1 | 0 | 4 | 5 | 23 | 0 | 413 |
| 7:45 AM | 0 | 127 | 0 | 0 | 18 | 181 | 21 | 0 | 25 | 4 | 1 | 0 | 1 | 6 | 20 | 0 | 404 |
| 8:00 AM | 3 | 106 | 0 | 0 | 9 | 146 | 18 | 0 | 13 | 5 | 0 | 0 | 1 | 6 | 18 | 0 | 325 |
| 8:15 AM | 0 | 92 | 0 | 0 | 11 | 132 | 16 | 0 | 17 | 5 | 1 | 0 | 1 | 14 | 23 | 0 | 312 |
| 8:30 AM | 2 | 86 | 0 | 0 | 2 | 140 | 14 | 0 | 23 | 3 | 2 | 0 | 4 | 11 | 18 | 0 | 305 |
| 8:45 AM | 1 | 79 | 1 | 0 | 13 | 121 | 30 | 0 | 15 | 2 | 0 | 0 | 3 | 3 | 16 | 0 | 284 |
| 9:00 AM | 1 | 70 | 0 | 0 | 11 | 109 | 16 | 0 | 18 | 6 | 2 | 0 | 4 | 6 | 14 | 0 | 257 |
| 9:15 AM | 3 | 84 | 0 | 0 | 8 | 106 | 11 | 0 | 18 | 3 | 2 | 0 | 2 | 3 | 12 | 0 | 252 |
| 9:30 AM | 2 | 98 | 1 | 0 | 6 | 98 | 13 | 0 | 24 | 7 | 2 | 0 | 3 | 5 | 9 | 0 | 268 |
| 9:45 AM | 0 | 59 | 3 | 0 | 9 | 90 | 15 | 0 | 14 | 4 | 2 | 0 | 0 | 1 | 14 | 0 | 211 |
| TOTAL VOLUMES : APPROACH %'s : | 13 1.21% | 1057 98.05% | 8 0.74% | 0 0.00% | SL 5.78% | ST 84.03% | SR 10.19% | SU 0.00% | EL 77.48% | ET 17.22% | ER 5.30% | EU 0.00% | WL 9.41% | WT 22.65% | WR 67.94% | WU 0.00% | TOTAL 3552 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1454 |
| PEAK HR VOL : | 4 | 42 | 2 | 0 | 4 | 683 | /1 | U | 90 | 16 | 5 | U | 9 | 21 | 79 | 0 | 0.880 |
| PEAK HR FACTOR : | U.333 | U.841 | U.250 | U.UUU | U.653 | U.845 | U.80/ | U.UUU | U.682 | U.800 | U.41/ | U.UUU | 0.563 | 0.875 | 0.859 | 0.000 | 0.852 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 4 | 79 | 1 | 0 | 4 | 97 | 17 | 0 | 17 | 5 | 1 | 0 | 2 | 6 | 21 | 0 | 254 |
| 12:15 PM | 5 | 80 | 3 | 0 | 9 | 100 | 20 | 0 | 26 | 6 | 1 | 0 | 0 | 2 | 16 | 0 | 268 |
| 12:30 PM | 3 | 90 | 0 | 0 | 7 | 90 | 17 | 0 | 27 | 13 | 1 | 0 | 1 | 6 | 16 | 0 | 271 |
| 12:45 PM | 1 | 98 | 2 | 0 | 8 | 90 | 19 | 0 | 22 | 6 | 1 | 0 | 2 | 2 | 14 | 0 | 265 |
| 1:00 PM | 3 | 84 | 0 | 0 | 7 | 88 | 10 | 0 | 17 | 7 | 3 | 0 | 3 | 2 | 15 | 0 | 239 |
| 1:15 PM | 1 | 95 | 2 | 0 | 12 | 70 | 15 | 0 | 22 | 4 | 1 | 0 | 2 | 5 | 16 | 0 | 245 |
| 1:30 PM | 3 | 105 | 3 | 0 | 9 | 85 | 17 | 0 | 28 | 7 | 2 | 0 | 3 | 9 | 14 | 0 | 285 |
| 1:45 PM | 0 | 93 | 0 | 0 | 13 | 82 | 19 | 0 | 11 | 11 | 2 | 0 | 0 | 6 | 15 | 0 | 252 |
| TOTAL VOLUMES : APPROACH %'s : | 20 2.65% | 724 95.89% | 11 1.46% | 0 0.00% | SL 7.62% | ST 77.57% | SR 14.81% | SU 0.00% | EL 70.54% | ET 24.48% | ER 4.98% | EU 0.00% | WL 7.30% | WT 21.35% | WR 71.35% | WU 0.00% | TOTAL 2079 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL 1058 |
| PEAK HR VOL : | 13 | 34 | 6 | 0 | 28 | 377 | 73 | 0 | 92 | 30 | 4 | 0 | 5 | 16 | 67 | 0 | 0.976 |
| PEAK HR FACTOR : | U.650 | U.885 | U.300 | U.UUU | U.78 | U.943 | U.913 | U.UUU | U.652 | U.5// | U.1000 | U.UUU | 0.625 | U.66/ | U.798 | U.UUU | 0.759 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 146 | 0 | 0 | 0 | 136 | 31 | 0 | 29 | 9 | 2 | 0 | 1 | 5 | 14 | 0 | 384 |
| 3:15 PM | 1 | 143 | 2 | 0 | 12 | 84 | 22 | 0 | 47 | 7 | 3 | 0 | 2 | 6 | 13 | 0 | 342 |
| 3:30 PM | 0 | 148 | 1 | 0 | 11 | 100 | 29 | 0 | 35 | 4 | 2 | 0 | 1 | 6 | 21 | 0 | 358 |
| 3:45 PM | 2 | 138 | 1 | 0 | 13 | 108 | 24 | 0 | 49 | 16 | 4 | 0 | 2 | 6 | 19 | 0 | 382 |
| 4:00 PM | 4 | 138 | 0 | 0 | 18 | 108 | 31 | 0 | 44 | 12 | 1 | 0 | 1 | 4 | 19 | 0 | 380 |
| 4:15 PM | 2 | 175 | 1 | 0 | 21 | 110 | 32 | 0 | 39 | 3 | 1 | 0 | 1 | 5 | 23 | 0 | 413 |
| 4:30 PM | 2 | 183 | 1 | 0 | 13 | 127 | 26 | 0 | 53 | 17 | 2 | 0 | 3 | 8 | 18 | 0 | 453 |
| 4:45 PM | 4 | 154 | 1 | 0 | 16 | 151 | 32 | 0 | 41 | 7 | 5 | 0 | 2 | 7 | 17 | 0 | 437 |
| 5:00 PM | 3 | 171 | 2 | 0 | 15 | 116 | 18 | 0 | 38 | 8 | 4 | 0 | 1 | 7 | 25 | 0 | 408 |
| 5:15 PM | 2 | 181 | 5 | 0 | 19 | 126 | 32 | 0 | 28 | 15 | 2 | 0 | 1 | 7 | 24 | 0 | 442 |
| 5:30 PM | 2 | 158 | 2 | 0 | 15 | 123 | 36 | 0 | 15 | 6 | 2 | 0 | 6 | 12 | 23 | 0 | 400 |
| 5:45 PM | 1 | 137 | 0 | 0 | 16 | 137 | 38 | 0 | 20 | 8 | 5 | 0 | 4 | 8 | 24 | 0 | 398 |
| TOTAL VOLUMES : APPROACH %'s : | 24 1.26% | 1872 97.91% | 16 0.84% | 0 0.00% | SL 9.15% | ST 72.90% | SR 17.94% | SU 0.00% | EL 75.13% | ET 19.21% | ER 5.56% | EU 0.00% | WL 7.23% | WT 23.41% | WR 69.36% | WU 0.00% | TOTAL 4797 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL 1740 |
| PEAK HR VOL : | 11 | 689 | 9 | 0 | 63 | 520 | 108 | 0 | 160 | 4/ | 15 | 0 | / | 29 | 84 | 0 | 0.960 |
| PEAK HR FACTOR : | U.688 | U.941 | 0.450 | U.UUU | U.943 | U.861 | U.844 | U.UUU | U.755 | U.691 | U.650 | U.UUU | U.583 | U.906 | U.840 | U.UUU | U.909 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - HT

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Taunton Pl | | | | Taunton Pl | | | | |
|---------------------------------------|----------------------------|---------------------|------------------|------------------|-------------------|--------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|---------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:30 AM | 0 | 2 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 AM | 0 | 5 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 14 |
| 8:15 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 8:45 AM | 0 | 5 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 AM | 0 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 9:45 AM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 2.78% | NT 34 94.44% | NR 1 2.78% | NU 0 0.00% | SL 5 8.06% | ST 53 85.48% | SR 4 6.45% | SU 0 0.00% | EL 0 0.00% | ET 1 33.33% | ER 2 66.67% | EU 0 0.00% | WL 1 11.11% | WT 3 33.33% | WR 5 55.56% | WU 0 0.00% | TOTAL 110 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 11 | 0 | 0 | 3 | 28 | U | U | U | U | U | U | 0 | 2 | 0 | 0 | 47 |
| PEAK HR FACTOR : | U.UUU | U.SSU | U.UUU | U.UUU | U.U5U | U.U/8 | U.UUU | U.UUU | U.UUU | U.UUU | U.U5U | U.UUU | 0.000 | 0.250 | 0.000 | 0.000 | 0.839 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| 12:15 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 11 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 11 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 23 92.00% | SR 2 8.00% | SU 0 0.00% | EL 4 66.67% | ET 1 16.67% | ER 1 16.67% | EU 0 0.00% | WL 1 33.33% | WT 0 0.00% | WR 2 66.67% | WU 0 0.00% | TOTAL 45 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | / | 0 | 0 | 0 | 15 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 29 |
| PEAK HR FACTOR : | U.UUU | U.43S | U.UUU | U.UUU | U.UUU | U.62S | U.UUU | U.UUU | U./50 | U.000 | U.25U | U.UUU | U.25U | U.UUU | 0.500 | 0.3/5 | 0.659 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 3 | 1 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| 3:15 PM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:30 PM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 3:45 PM | 0 | 6 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 4:00 PM | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 4:15 PM | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 8 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 33 97.06% | NR 1 2.94% | NU 0 0.00% | SL 3 6.82% | ST 36 81.82% | SR 5 11.36% | SU 0 0.00% | EL 4 57.14% | ET 2 28.57% | ER 1 14.29% | EU 0 0.00% | WL 3 37.50% | WT 1 12.50% | WR 4 50.00% | WU 0 0.00% | TOTAL 93 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 6 | 0 | 0 | 0 | 9 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 26 |
| PEAK HR FACTOR : | U.SUU | U.50U | U.000 | U.000 | U.45U | U.375 | U.000 | U.000 | 0.750 | 0.50U | 0.000 | U.000 | 1.25U | U.000 | 0.25U | U.000 | 0.813 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - Bikes

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Taunton Pl | | | | Taunton Pl | | | | TOTAL |
|---------------------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL | 5 NT | 0 NR | 0 NU | 1 SL | 5 ST | 4 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 0 WT | 2 WR | 0 WU | TOTAL 21 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| PEAK HR FACTOR : | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.875 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL | 5 NT | 0 NR | 0 NU | 1 SL | 4 ST | 4 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL 14 |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL | 6 NT | 1 NR | 0 NU | 5 SL | 6 ST | 4 SR | 0 SU | 5 EL | 0 ET | 0 ER | 0 EU | 0 WL | 1 WT | 7 WR | 0 WU | TOTAL 35 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0.000 | 1 | 5 | 0.000 | 15 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.375 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.625 |

Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo

Custom ID: 1957
Date: 9/18/2024

Data - Pedestrians (Crosswalks)

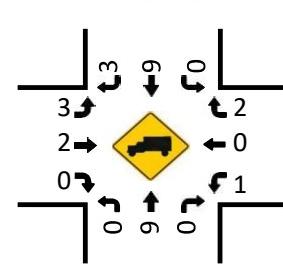
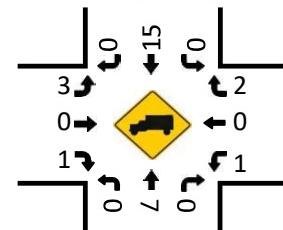
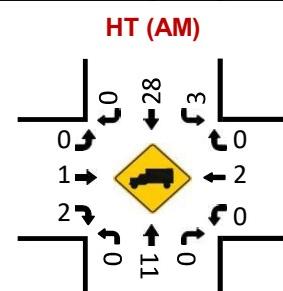
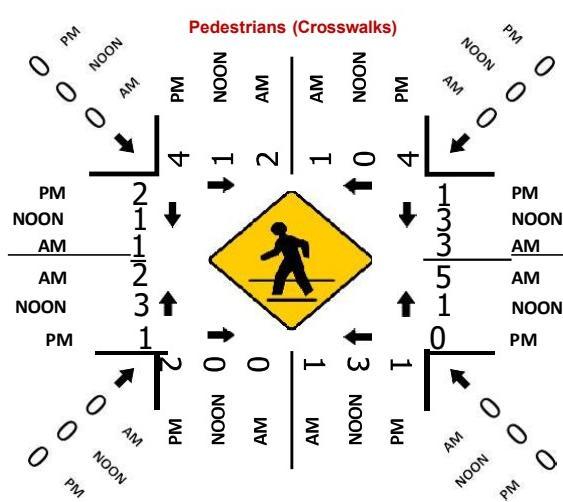
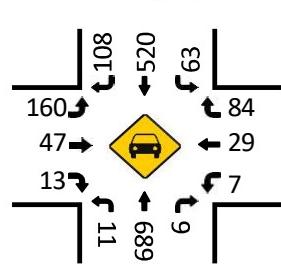
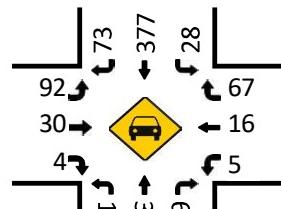
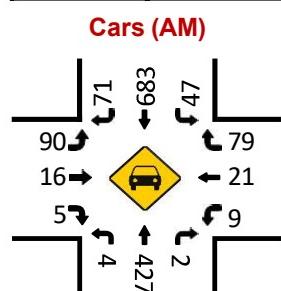
| NS/EW Streets: | Colvin Ave | | Colvin Ave | | Taunton Pl | | Taunton Pl | | |
|------------------|---------------------|---------|------------|---------|------------|----------|------------|---------|-------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 4 |
| 7:30 AM | 0 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 6 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| 8:15 AM | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 6 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 9:00 AM | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 5 |
| 9:15 AM | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 4 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | EB 3 | WB 2 | EB 3 | WB 9 | NB 10 | SB 4 | NB 3 | SB 3 | TOTAL 37 |
| APPROACH %'s : | 60.00% | 40.00% | 25.00% | 75.00% | 71.43% | 28.57% | 50.00% | 50.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 1 | 0 | 1 | 5 | 3 | 2 | 1 | 15 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.250 | 0.250 | 0.417 | 0.750 | 0.500 | 0.250 | 0.625 |
| 0.375 | | | 0.250 | | 0.500 | | 0.375 | | |
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 12:45 PM | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 5 |
| 1:00 PM | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 4 |
| 1:15 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 1:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| TOTAL VOLUMES : | EB 2 | WB 2 | EB 0 | WB 4 | NB 3 | SB 5 | NB 3 | SB 3 | TOTAL 22 |
| APPROACH %'s : | 50.00% | 50.00% | 0.00% | 100.00% | 37.50% | 62.50% | 50.00% | 50.00% | |
| PEAK HR : | 12:00 PM - 01:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 0 | 3 | 1 | 3 | 3 | 1 | 12 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.375 | 0.375 | 0.250 | 0.375 | 0.750 | 0.250 | 0.600 |
| 0.250 | | | 0.375 | | 0.500 | | 0.500 | | |
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 6 |
| 3:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 3:30 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 4:00 PM | 0 | 0 | 0 | 2 | 0 | 18 | 0 | 0 | 20 |
| 4:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| 4:30 PM | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 1 | 8 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 5 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| TOTAL VOLUMES : | EB 9 | WB 4 | EB 2 | WB 7 | NB 1 | SB 22 | NB 8 | SB 8 | TOTAL 61 |
| APPROACH %'s : | 69.23% | 30.77% | 22.22% | 77.78% | 4.35% | 95.65% | 50.00% | 50.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 4 | 4 | 2 | 1 | 0 | 1 | 1 | 2 | 15 |
| PEAK HR FACTOR : | 0.333 | 0.400 | 0.500 | 0.750 | 0.250 | 0.250 | 0.250 | 0.500 | 0.469 |
| 0.400 | | | 0.750 | | 0.250 | | 0.750 | | |

Colvin Ave & Taunton Pl

Peak Hour Turning Movement Count

ID: 1957
City: Buffalo

| ID: 1957 | | Colvin Ave | | | | | | Day: Wednesday | |
|---------------|---------------------|------------|------------|--------------|------------|---|------------|-----------------|---------------------|
| City: Buffalo | | SOUTHBOUND | | | | | | Date: 9/18/2024 | |
| PEAK HOURS | 07:15 AM - 08:15 AM | AM | 71 | 711 | 50 | 0 | 607 | AM | 7:00 AM - 10:00 AM |
| | 12:00 PM - 01:00 PM | NOON | 73 | 392 | 28 | 0 | 518 | NOON | 12:00 PM - 02:00 PM |
| | 04:30 PM - 05:30 PM | PM | 111 | 529 | 63 | 0 | 944 | PM | 3:00 PM - 06:00 PM |
| | | | | | | | | | |
| AM NOON PM | | | 0 | 1 | 0 | 0 | PM NOON AM | | |
| 98 102 151 | | | | | | | 0 86 69 79 | | |
| | | | 0 0 0 | | 0 | | 1 29 16 23 | | |
| | | | 90 95 163 | | 0 | | 0 8 6 9 | | |
| | | | 17 30 49 | | 1 | | 0 0 0 | | |
| | | | 7 5 13 | | 0 | | 121 64 69 | | |
| AM NOON PM | | | | | | | | | |
| | | | | | 0 0 1 | | PM NOON AM | | |
| | | | | | | | | | |
| Taunton PI | | CONTROL | | | | | | WESTBOUND | |
| | | Signalized | | | | | | Taunton PI | |
| | | TEV | 1501 | 1087 | 1766 | | | | |
| | | PHF | AM 0.89 | NOON 0.97 | PM 0.96 | | | | |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo
Control: Signalized

Custom ID: 1958
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tacoma Ave | | | | Tacoma Ave | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|--------------|-------------|-------------|------------------|--------------|--------------|-------------|------------------|--------------|--------------|-------------|----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 55 | 1 | 0 | 3 | 132 | 3 | 0 | 6 | 4 | 4 | 0 | 2 | 3 | 5 | 0 | 220 |
| 7:15 AM | 4 | 68 | 1 | 0 | 6 | 178 | 1 | 0 | 6 | 6 | 6 | 0 | 8 | 5 | 16 | 0 | 305 |
| 7:30 AM | 1 | 78 | 1 | 0 | 8 | 185 | 1 | 0 | 8 | 10 | 6 | 0 | 5 | 6 | 6 | 0 | 315 |
| 7:45 AM | 5 | 100 | 3 | 0 | 5 | 191 | 7 | 0 | 8 | 6 | 4 | 0 | 3 | 8 | 10 | 0 | 350 |
| 8:00 AM | 2 | 97 | 5 | 0 | 4 | 164 | 4 | 0 | 7 | 9 | 6 | 0 | 3 | 9 | 9 | 0 | 319 |
| 8:15 AM | 5 | 85 | 0 | 0 | 8 | 124 | 4 | 0 | 5 | 13 | 3 | 0 | 9 | 8 | 7 | 0 | 271 |
| 8:30 AM | 3 | 77 | 1 | 0 | 0 | 157 | 1 | 0 | 8 | 3 | 11 | 0 | 4 | 9 | 4 | 0 | 278 |
| 8:45 AM | 2 | 64 | 5 | 0 | 4 | 136 | 1 | 0 | 11 | 7 | 9 | 0 | 2 | 9 | 9 | 0 | 259 |
| 9:00 AM | 9 | 67 | 0 | 0 | 1 | 114 | 4 | 0 | 6 | 5 | 6 | 0 | 1 | 5 | 8 | 0 | 226 |
| 9:15 AM | 4 | 70 | 2 | 0 | 1 | 87 | 3 | 0 | 3 | 11 | 16 | 0 | 2 | 8 | 4 | 0 | 211 |
| 9:30 AM | 4 | 80 | 1 | 0 | 0 | 98 | 3 | 0 | 11 | 13 | 4 | 0 | 3 | 2 | 0 | 0 | 219 |
| 9:45 AM | 3 | 68 | 1 | 0 | 4 | 84 | 3 | 0 | 5 | 11 | 4 | 0 | 1 | 3 | 5 | 0 | 192 |
| TOTAL VOLUMES : APPROACH %'s : | 44 4.52% | 909 93.33% | 21 2.16% | 0 0.00% | SL 2.54% | ST 95.43% | SR 2.02% | SU 0.00% | EL 32.18% | ET 37.55% | ER 30.27% | EU 0.00% | WL 21.39% | WT 37.31% | WR 41.29% | WU 0.00% | TOTAL 3165 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 12 | 343 | 10 | 0 | 23 | 118 | 13 | U | 29 | 31 | 22 | U | 19 | 28 | 41 | 0 | 1289 |
| PEAK HR FACTOR : | U.600 | 0.858 | U.500 | U.UUU | U./19 | 0.949 | U.464 | U.UUU | U.906 | U./5 | 0.911 | U.UUU | 0.594 | 0.778 | 0.641 | 0.000 | 0.921 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 3 | 70 | 2 | 0 | 4 | 83 | 2 | 0 | 9 | 7 | 7 | 0 | 1 | 6 | 3 | 0 | 197 |
| 12:15 PM | 3 | 98 | 0 | 0 | 9 | 74 | 2 | 0 | 6 | 7 | 2 | 0 | 1 | 7 | 2 | 0 | 211 |
| 12:30 PM | 2 | 85 | 4 | 0 | 4 | 97 | 7 | 0 | 8 | 7 | 5 | 0 | 2 | 8 | 2 | 0 | 231 |
| 12:45 PM | 6 | 85 | 4 | 0 | 3 | 81 | 3 | 1 | 14 | 9 | 4 | 0 | 3 | 8 | 5 | 0 | 226 |
| 1:00 PM | 8 | 51 | 2 | 0 | 10 | 80 | 4 | 0 | 6 | 7 | 12 | 0 | 5 | 6 | 5 | 0 | 196 |
| 1:15 PM | 8 | 94 | 3 | 0 | 5 | 88 | 3 | 0 | 12 | 7 | 6 | 0 | 4 | 4 | 3 | 0 | 237 |
| 1:30 PM | 3 | 88 | 2 | 0 | 3 | 72 | 4 | 0 | 7 | 11 | 9 | 0 | 2 | 8 | 8 | 0 | 217 |
| 1:45 PM | 3 | 88 | 3 | 0 | 6 | 89 | 6 | 0 | 8 | 6 | 5 | 0 | 3 | 8 | 1 | 0 | 226 |
| TOTAL VOLUMES : APPROACH %'s : | 36 5.03% | 659 92.17% | 20 2.80% | 0 0.00% | SL 5.95% | ST 89.73% | SR 4.19% | SU 0.14% | EL 38.67% | ET 33.70% | ER 27.62% | EU 0.00% | WL 20.00% | WT 52.38% | WR 27.62% | WU 0.00% | TOTAL 1741 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 890 |
| PEAK HR VOL : | 24 | 315 | 13 | 0 | 22 | 346 | 17 | 1 | 40 | 30 | 27 | 0 | 14 | 26 | 15 | 0 | 890 |
| PEAK HR FACTOR : | U.750 | 0.858 | U.815 | U.UUU | U./590 | 0.892 | U.600/ | U./500 | U./14 | 0.855 | 0.563 | U.UUU | U./UU | 0.813 | U./50 | U.UUU | 0.939 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 149 | 2 | 0 | 0 | 136 | 4 | 0 | 18 | 24 | 14 | 0 | 3 | 12 | 3 | 0 | 378 |
| 3:15 PM | 6 | 136 | 4 | 0 | 9 | 117 | 5 | 0 | 14 | 5 | 4 | 0 | 2 | 13 | 8 | 0 | 323 |
| 3:30 PM | 11 | 114 | 4 | 0 | 5 | 86 | 3 | 0 | 19 | 13 | 15 | 0 | 4 | 10 | 8 | 0 | 292 |
| 3:45 PM | 5 | 139 | 5 | 0 | 4 | 114 | 8 | 0 | 9 | 11 | 6 | 0 | 5 | 8 | 15 | 0 | 329 |
| 4:00 PM | 3 | 143 | 6 | 0 | 4 | 132 | 4 | 0 | 11 | 13 | 8 | 0 | 1 | 7 | 5 | 0 | 337 |
| 4:15 PM | 10 | 154 | 5 | 0 | 8 | 129 | 6 | 0 | 18 | 22 | 8 | 0 | 2 | 10 | 9 | 0 | 381 |
| 4:30 PM | 3 | 152 | 10 | 0 | 10 | 105 | 4 | 0 | 21 | 14 | 5 | 0 | 1 | 11 | 7 | 0 | 343 |
| 4:45 PM | 6 | 172 | 1 | 0 | 5 | 129 | 7 | 0 | 16 | 20 | 11 | 0 | 6 | 13 | 9 | 0 | 395 |
| 5:00 PM | 4 | 170 | 8 | 0 | 8 | 131 | 5 | 0 | 13 | 7 | 10 | 0 | 5 | 10 | 11 | 0 | 382 |
| 5:15 PM | 9 | 177 | 8 | 0 | 6 | 145 | 8 | 0 | 12 | 15 | 9 | 0 | 4 | 6 | 7 | 0 | 406 |
| 5:30 PM | 12 | 137 | 9 | 0 | 6 | 163 | 2 | 0 | 10 | 9 | 2 | 0 | 5 | 8 | 8 | 0 | 371 |
| 5:45 PM | 8 | 136 | 7 | 0 | 7 | 124 | 8 | 0 | 8 | 12 | 3 | 0 | 2 | 8 | 7 | 0 | 330 |
| TOTAL VOLUMES : APPROACH %'s : | 88 4.55% | 1779 91.89% | 69 3.56% | 0 0.00% | SL 4.49% | ST 91.63% | SR 3.88% | SU 0.00% | EL 39.39% | ET 38.46% | ER 22.14% | EU 0.00% | WL 15.81% | WT 45.85% | WR 38.34% | WU 0.00% | TOTAL 4267 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 1554 |
| PEAK HR VOL : | 31 | 656 | 26 | 0 | 25 | 568 | 22 | 0 | 51 | 51 | 32 | 0 | 20 | 37 | 35 | 0 | 1554 |
| PEAK HR FACTOR : | U.646 | 0.927 | 0.722 | U.000 | U./919 | 0.781 | 0.871 | 0.688 | U.000 | 0.797 | 0.638 | U.000 | U./13 | 0.821 | U.000 | U.000 | 0.957 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo
Control: Signalized

Custom ID: 1958
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tacoma Ave | | | | Tacoma Ave | | | | |
|---------------------------------------|----------------------------|----------------|-------------|------------|-------------------|--------------|-------------|-------------|------------------|--------------|--------------|-------------|------------------|--------------|--------------|-------------|-----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 51 | 1 | 0 | 3 | 131 | 3 | 0 | 5 | 4 | 4 | 0 | 2 | 2 | 5 | 0 | 213 |
| 7:15 AM | 4 | 65 | 1 | 0 | 5 | 172 | 1 | 0 | 5 | 6 | 6 | 0 | 8 | 4 | 15 | 0 | 292 |
| 7:30 AM | 1 | 76 | 1 | 0 | 5 | 178 | 0 | 0 | 8 | 8 | 6 | 0 | 5 | 6 | 6 | 0 | 300 |
| 7:45 AM | 3 | 97 | 3 | 0 | 3 | 187 | 4 | 0 | 8 | 4 | 4 | 0 | 3 | 8 | 10 | 0 | 334 |
| 8:00 AM | 2 | 95 | 4 | 0 | 4 | 162 | 4 | 0 | 5 | 8 | 6 | 0 | 3 | 9 | 9 | 0 | 311 |
| 8:15 AM | 5 | 77 | 0 | 0 | 8 | 120 | 4 | 0 | 5 | 12 | 3 | 0 | 9 | 7 | 7 | 0 | 257 |
| 8:30 AM | 3 | 75 | 1 | 0 | 0 | 155 | 1 | 0 | 8 | 3 | 11 | 0 | 4 | 9 | 4 | 0 | 274 |
| 8:45 AM | 1 | 61 | 5 | 0 | 4 | 126 | 1 | 0 | 11 | 6 | 9 | 0 | 2 | 9 | 7 | 0 | 242 |
| 9:00 AM | 5 | 67 | 0 | 0 | 1 | 111 | 4 | 0 | 5 | 4 | 3 | 0 | 1 | 5 | 8 | 0 | 214 |
| 9:15 AM | 3 | 68 | 2 | 0 | 1 | 87 | 2 | 0 | 3 | 11 | 9 | 0 | 2 | 6 | 3 | 0 | 197 |
| 9:30 AM | 4 | 77 | 1 | 0 | 0 | 97 | 2 | 0 | 11 | 13 | 2 | 0 | 3 | 2 | 0 | 0 | 212 |
| 9:45 AM | 3 | 66 | 1 | 0 | 4 | 82 | 3 | 0 | 5 | 11 | 4 | 0 | 1 | 3 | 4 | 0 | 187 |
| TOTAL VOLUMES : APPROACH %'s : | 36 3.87% | 875 93.98% | 20 2.15% | 0 0.00% | SL 2.27% | ST 96.00% | SR 1.73% | SU 0.00% | EL 33.47% | ET 38.14% | ER 28.39% | EU 0.00% | WL 22.51% | WT 36.65% | WR 40.84% | WU 0.00% | TOTAL 3033 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 10 U.625 | 333 0.858 | 9 0.563 | 0 0.000 | 1/ 0.850 | 699 0.934 | 9 0.563 | U 0.000 | zb 0.813 | zb 0.813 | zz 0.911 | U 0.000 | 19 0.594 | 27 0.750 | 40 0.667 | 0 0.000 | TOTAL 1237 |
| PEAK HR FACTOR : | 0.854 | | | | | | | | | | | | | | | | 0.926 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 3 | 68 | 2 | 0 | 4 | 82 | 2 | 0 | 9 | 7 | 6 | 0 | 1 | 6 | 3 | 0 | 193 |
| 12:15 PM | 3 | 96 | 0 | 0 | 9 | 70 | 2 | 0 | 6 | 6 | 2 | 0 | 1 | 7 | 2 | 0 | 204 |
| 12:30 PM | 2 | 83 | 4 | 0 | 4 | 95 | 7 | 0 | 8 | 7 | 5 | 0 | 2 | 8 | 2 | 0 | 227 |
| 12:45 PM | 6 | 82 | 4 | 0 | 3 | 79 | 3 | 1 | 14 | 9 | 4 | 0 | 3 | 8 | 5 | 0 | 221 |
| 1:00 PM | 8 | 51 | 2 | 0 | 10 | 76 | 4 | 0 | 6 | 7 | 11 | 0 | 5 | 6 | 5 | 0 | 191 |
| 1:15 PM | 8 | 92 | 3 | 0 | 5 | 85 | 3 | 0 | 12 | 7 | 6 | 0 | 4 | 4 | 3 | 0 | 232 |
| 1:30 PM | 3 | 87 | 2 | 0 | 3 | 71 | 4 | 0 | 7 | 11 | 9 | 0 | 2 | 8 | 8 | 0 | 215 |
| 1:45 PM | 3 | 86 | 2 | 0 | 6 | 87 | 5 | 0 | 6 | 6 | 5 | 0 | 3 | 8 | 0 | 0 | 217 |
| TOTAL VOLUMES : APPROACH %'s : | 36 5.14% | 645 92.14% | 19 2.71% | 0 0.00% | SL 6.11% | ST 89.58% | SR 4.17% | SU 0.14% | EL 38.64% | ET 34.09% | ER 27.27% | EU 0.00% | WL 20.19% | WT 52.88% | WR 26.92% | WU 0.00% | TOTAL 1700 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 871 |
| PEAK HR VOL : | 24 U.70 | 308 0.853 | 13 0.813 | 0 0.000 | 22 0.550 | 335 0.882 | 17 0.601 | 1 0.550 | 40 0.14 | 30 0.833 | 26 0.591 | 0 0.000 | 14 U.00 | 26 0.813 | 15 0.501 | 0 0.000 | TOTAL 0.939 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 11 | 144 | 2 | 0 | 2 | 132 | 3 | 0 | 15 | 22 | 14 | 0 | 3 | 11 | 3 | 0 | 362 |
| 3:15 PM | 6 | 131 | 4 | 0 | 9 | 112 | 5 | 0 | 14 | 4 | 4 | 0 | 2 | 11 | 8 | 0 | 310 |
| 3:30 PM | 11 | 109 | 4 | 0 | 5 | 81 | 2 | 0 | 19 | 13 | 15 | 0 | 4 | 8 | 8 | 0 | 279 |
| 3:45 PM | 5 | 132 | 4 | 0 | 3 | 111 | 7 | 0 | 9 | 11 | 6 | 0 | 5 | 7 | 15 | 0 | 315 |
| 4:00 PM | 3 | 138 | 6 | 0 | 4 | 128 | 3 | 0 | 11 | 13 | 6 | 0 | 1 | 6 | 5 | 0 | 324 |
| 4:15 PM | 9 | 152 | 5 | 0 | 8 | 126 | 6 | 0 | 16 | 20 | 8 | 0 | 2 | 8 | 8 | 0 | 368 |
| 4:30 PM | 3 | 149 | 9 | 0 | 9 | 104 | 3 | 0 | 21 | 13 | 4 | 0 | 1 | 11 | 6 | 0 | 333 |
| 4:45 PM | 6 | 171 | 1 | 0 | 5 | 126 | 7 | 0 | 16 | 19 | 10 | 0 | 6 | 12 | 9 | 0 | 388 |
| 5:00 PM | 4 | 168 | 8 | 0 | 8 | 124 | 5 | 0 | 13 | 7 | 10 | 0 | 5 | 10 | 11 | 0 | 373 |
| 5:15 PM | 9 | 177 | 8 | 0 | 6 | 144 | 7 | 0 | 12 | 15 | 9 | 0 | 4 | 6 | 7 | 0 | 404 |
| 5:30 PM | 12 | 137 | 9 | 0 | 6 | 161 | 2 | 0 | 10 | 9 | 2 | 0 | 5 | 7 | 8 | 0 | 368 |
| 5:45 PM | 8 | 135 | 7 | 0 | 7 | 123 | 8 | 0 | 8 | 12 | 3 | 0 | 2 | 8 | 7 | 0 | 328 |
| TOTAL VOLUMES : APPROACH %'s : | 87 4.59% | 1743 91.88% | 67 3.53% | 0 0.00% | SL 4.49% | ST 91.89% | SR 3.62% | SU 0.00% | EL 39.71% | ET 38.26% | ER 22.03% | EU 0.00% | WL 16.67% | WT 43.75% | WR 39.58% | WU 0.00% | TOTAL 4152 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 1533 |
| PEAK HR VOL : | 31 U.646 | 653 0.922 | 26 0.722 | 0 0.000 | 25 0.781 | 555 0.862 | 21 0.750 | 0 0.000 | 51 0.797 | 50 0.658 | 51 0.775 | 0 0.000 | 20 U.733 | 55 0.729 | 55 0.795 | 0 0.000 | TOTAL 0.949 |
| PEAK HR FACTOR : | 0.915 | | | | | | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo
Control: Signalized

Custom ID: 1958
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tacoma Ave | | | | Tacoma Ave | | | | |
|---------------------------------------|----------------------------|--------------|------------|------------|-------------------|--------------|-------------|------------|------------------|-------------|--------------|------------|------------------|--------------|--------------|------------|---------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 7:15 AM | 0 | 3 | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 13 |
| 7:30 AM | 0 | 2 | 0 | 0 | 3 | 7 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 AM | 2 | 3 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 AM | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 AM | 0 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 1 | 3 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| 9:00 AM | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 1 | 0 | 14 |
| 9:30 AM | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:45 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | 8 18.60% | 34 79.07% | 1 2.33% | 0 0.00% | 6 11.11% | 42 77.78% | 6 11.11% | 0 0.00% | 5 20.00% | 8 32.00% | 12 48.00% | 0 0.00% | 0 0.00% | 5 50.00% | 5 50.00% | 0 0.00% | TOTAL 132 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 0.250 | 10 0.833 | 1 0.250 | 0 0.000 | b 0.500 | 19 0.659 | 4 0.333 | u 0.000 | 3 0.3/5 | 5 0.625 | u 0.000 | u 0.000 | 0 0.000 | 1 0.250 | 1 0.250 | 0 0.000 | TOTAL 52 |
| PEAK HR FACTOR : | 0.650 | | | | | | | | | | | | | | | | 0.813 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 PM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 14 93.33% | 1 6.67% | 0 0.00% | 0 0.00% | 19 95.00% | 1 5.00% | 0 0.00% | 2 40.00% | 1 20.00% | 2 40.00% | 0 0.00% | 0 0.00% | 0 0.00% | 1 100.00% | 0 0.00% | TOTAL 41 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 19 |
| PEAK HR VOL : | 0 0.000 | / 0.583 | 0 0.000 | 0 0.000 | 0 0.000 | 11 0.688 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 1 0.250 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0.950 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 5 | 0 | 0 | 0 | 4 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 3:15 PM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 13 |
| 3:30 PM | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 13 |
| 3:45 PM | 0 | 7 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 4:00 PM | 0 | 5 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 13 |
| 4:15 PM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 13 |
| 4:30 PM | 0 | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 10 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 7 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 1 2.56% | 36 92.31% | 2 5.13% | 0 0.00% | 2 4.26% | 39 82.98% | 6 12.77% | 0 0.00% | 5 31.25% | 7 43.75% | 4 25.00% | 0 0.00% | 0 0.00% | 11 84.62% | 2 15.38% | 0 0.00% | TOTAL 115 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 21 |
| PEAK HR VOL : | 0 0.000 | 3 0.375 | 0 0.000 | 0 0.000 | 0 0.500 | 13 0.464 | 1 0.250 | 0 0.000 | 0 0.000 | 1 0.250 | 1 0.250 | 0 0.000 | 0 0.000 | 2 0.500 | 0 0.000 | 0 0.000 | 0.583 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo
Control: Signalized

Custom ID: 1958
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tacoma Ave | | | | Tacoma Ave | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|-----------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 2.22% | 77.78% | 0.00% | 0.00% | 0.00% | 80.00% | 20.00% | 0.00% | 16.67% | 66.67% | 16.67% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | TOTAL 23 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| PEAK HR FACTOR : | U.UUU | U.250 | U.UUU | U.UUU | U.UUU | U.250 | U.250 | U.UUU | U.UUU | U.250 | U.UUU | U.UUU | 0.000 | 0.500 | 0.000 | 0.000 | 0.750 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 71.43% | 28.57% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 1.333% | 66.67% | 0.00% | 0.00% | TOTAL 19 |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL 10 |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0.625 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTAL VOLUMES : APPROACH %'s : | 1.25% | 75.00% | 0.00% | 0.00% | 0.00% | 14.29% | 71.43% | 14.29% | 0.00% | 0 | 4 | 4 | 0 | 1.29% | 85.71% | 0.00% | TOTAL 26 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 13 |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0.542 |
| PEAK HR FACTOR : | U.UUU | U.250 | U.UUU | U.UUU | U.UUU | 0.375 | 0.250 | U.UUU | 0.000 | 0.375 | 0.000 | U.UUU | 0.000 | 0.500 | 0.000 | U.500 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo

Custom ID: 1958
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Ave | | Colvin Ave | | Tacoma Ave | | Tacoma Ave | | |
|-------------------------|----------------------------|-----------------|-----------------|----------------|-----------------|-----------------|----------------|-----------------|--------------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 7:15 AM | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 2 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 6 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 4 |
| 8:00 AM | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 6 |
| 8:15 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 |
| 8:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 8 |
| 9:00 AM | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 6 |
| 9:15 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 9:30 AM | 3 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 8 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| TOTAL VOLUMES : | EB 6 | WB 15 | EB 2 | WB 6 | NB 10 | SB 10 | NB 6 | SB 8 | TOTAL 63 |
| APPROACH %'s : | 28.57% | 71.43% | 25.00% | 75.00% | 50.00% | 50.00% | 42.86% | 57.14% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 6 | 2 | 1 | 6 | 3 | 2 | 5 | 25 |
| PEAK HR FACTOR : | 0.500 | 0.500 | 0.500 | 0.250 | 0.750 | 0.375 | 0.500 | 0.417 | 0.694 |
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |
| 12:15 PM | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |
| 1:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 1:15 PM | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 5 |
| 1:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 |
| TOTAL VOLUMES : | EB 1 | WB 1 | EB 5 | WB 4 | NB 1 | SB 3 | NB 6 | SB 0 | TOTAL 21 |
| APPROACH %'s : | 50.00% | 50.00% | 55.56% | 44.44% | 25.00% | 75.00% | 100.00% | 0.00% | |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 2 | 3 | 0 | 1 | 3 | 0 | 10 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.250 | 0.750 | 0.417 | 0.250 | 0.750 | 0.750 | 0.500 |
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 7 |
| 3:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 4 |
| 3:45 PM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 4:00 PM | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 5 |
| 4:15 PM | 3 | 1 | 1 | 2 | 1 | 0 | 0 | 2 | 10 |
| 4:30 PM | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 7 |
| 4:45 PM | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 9 |
| 5:00 PM | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 5 |
| 5:15 PM | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 |
| 5:45 PM | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 3 | 9 |
| TOTAL VOLUMES : | EB 6 | WB 7 | EB 13 | WB 9 | NB 12 | SB 6 | NB 8 | SB 11 | TOTAL 72 |
| APPROACH %'s : | 46.15% | 53.85% | 59.09% | 40.91% | 66.67% | 33.33% | 42.11% | 57.89% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 3 | 2 | 6 | 2 | 2 | 4 | 3 | 23 |
| PEAK HR FACTOR : | 0.250 | 0.500 | 0.500 | 0.400 | 0.438 | 0.500 | 0.500 | 0.250 | 0.639 |

Colvin Ave & Tacoma Ave

Peak Hour Turning Movement Count

ID: 1958
City: Buffalo

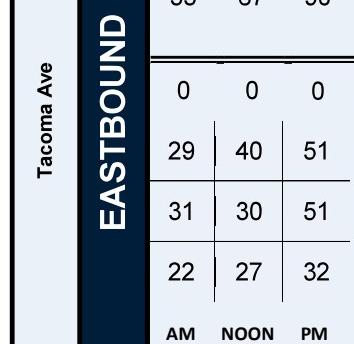
| | |
|-------------------|---------------------|
| ID: | 1958 |
| City: | Buffalo |
| PEAK HOURS | |
| | 07:15 AM - 08:15 AM |
| | 12:30 PM - 01:30 PM |
| | 04:45 PM - 05:45 PM |

| SOUTHBOUND | | | | | | |
|------------|----|-----|----|---|-----|------|
| AM | 13 | 718 | 23 | 0 | 413 | AM |
| NOON | 17 | 346 | 22 | 1 | 371 | NOON |
| PM | 22 | 568 | 25 | 0 | 742 | PM |

Day: Tuesday
Date: 9/17/2024

7:00 AM - 10:00 AM
12:00 PM - 02:00 PM
3:00 PM - 06:00 PM

| PM | NOON | AM |
|-----|------|----|
| 35 | 15 | 41 |
| 37 | 26 | 28 |
| 20 | 14 | 19 |
| 0 | 0 | 0 |
| 102 | 65 | 64 |
| | | |
| PM | NOON | AM |

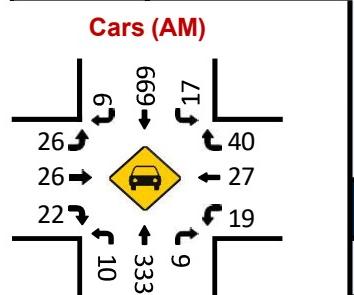


CONTROL

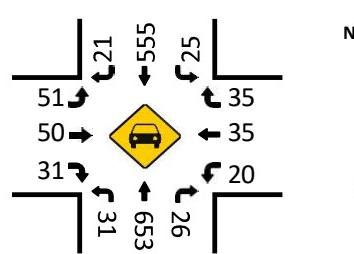
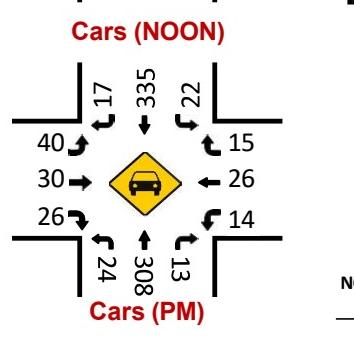
Signalized

| | | | | |
|---|-------------|------------|--------------|------------|
| 0 | TEV 1289 | AM 0.92 | NOON 0.94 | PM 0.96 |
| 0 | | | | |
| 1 | | | | |
| 0 | | | | |
| 0 | | | | |

| | | |
|-----|------|----|
| 37 | 26 | 28 |
| 20 | 14 | 19 |
| 0 | 0 | 0 |
| 102 | 65 | 64 |
| PM | NOON | AM |



| | | | | | | |
|------|-----|---|----|-----|----|------|
| PM | 620 | 0 | 31 | 656 | 26 | PM |
| NOON | 387 | 0 | 24 | 315 | 13 | NOON |
| AM | 759 | 0 | 12 | 343 | 10 | AM |



A yellow diamond-shaped sign with a black border and a black silhouette of a car facing right.

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Hertel Ave | | | | Hertel Ave | | | | |
|---------------------------------------|----------------------------|----------------|--------------|------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|-------------|-----------------------|
| | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | |
| AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | 5 | 41 | 6 | 0 | 5 | 126 | 5 | 0 | 2 | 42 | 12 | 0 | 8 | 47 | 9 | 0 | 308 |
| 7:15 AM | 9 | 56 | 6 | 0 | 11 | 158 | 17 | 0 | 10 | 51 | 11 | 0 | 15 | 58 | 6 | 0 | 408 |
| 7:30 AM | 8 | 52 | 8 | 0 | 8 | 167 | 10 | 0 | 14 | 58 | 22 | 0 | 17 | 67 | 7 | 0 | 438 |
| 7:45 AM | 11 | 78 | 7 | 0 | 8 | 165 | 16 | 0 | 16 | 69 | 26 | 0 | 13 | 74 | 11 | 0 | 494 |
| 8:00 AM | 11 | 73 | 9 | 0 | 19 | 159 | 12 | 0 | 13 | 72 | 17 | 0 | 14 | 65 | 18 | 0 | 482 |
| 8:15 AM | 12 | 61 | 8 | 0 | 19 | 106 | 12 | 0 | 11 | 56 | 17 | 0 | 17 | 69 | 15 | 0 | 403 |
| 8:30 AM | 13 | 59 | 6 | 0 | 14 | 145 | 12 | 0 | 11 | 55 | 15 | 0 | 19 | 78 | 10 | 0 | 437 |
| 8:45 AM | 10 | 46 | 6 | 0 | 9 | 131 | 16 | 0 | 12 | 60 | 12 | 0 | 14 | 84 | 10 | 0 | 410 |
| 9:00 AM | 16 | 50 | 7 | 0 | 7 | 104 | 15 | 0 | 13 | 59 | 14 | 0 | 8 | 70 | 10 | 0 | 373 |
| 9:15 AM | 6 | 58 | 13 | 0 | 13 | 77 | 11 | 0 | 12 | 56 | 21 | 0 | 10 | 45 | 7 | 0 | 329 |
| 9:30 AM | 13 | 47 | 4 | 0 | 9 | 77 | 16 | 0 | 18 | 59 | 13 | 0 | 8 | 60 | 15 | 0 | 339 |
| 9:45 AM | 13 | 52 | 7 | 0 | 4 | 69 | 14 | 0 | 11 | 52 | 10 | 0 | 5 | 47 | 9 | 0 | 293 |
| TOTAL VOLUMES : APPROACH %'s : | 127 14.32% | 673 75.87% | 87 9.81% | 0 0.00% | SL 7.13% | ST 84.03% | SR 8.83% | SU 0.00% | EL 13.99% | ET 67.42% | ER 18.59% | EU 0.00% | WL 14.24% | WT 73.53% | WR 12.22% | WU 0.00% | TOTAL 4714 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 39 0.88b | 259 0.830 | 30 0.833 | 0 0.000 | 46 0.605 | 649 0.972 | 55 0.809 | U 0.000 | 53 0.828 | 250 0.868 | /6 0.731 | U 0.000 | 59 0.868 | 264 0.892 | 42 0.583 | 0 0.000 | TOTAL 1822 |
| PEAK HR FACTOR : | 0.854 | | | | | | | | | | | | | | | | 0.922 |
| NOON | | | | | | | | | | | | | | | | | |
| 12:00 PM | 12 | 54 | 7 | 0 | 11 | 70 | 12 | 0 | 13 | 73 | 11 | 0 | 5 | 81 | 12 | 0 | 361 |
| 12:15 PM | 21 | 70 | 8 | 0 | 13 | 52 | 9 | 0 | 14 | 75 | 14 | 0 | 6 | 79 | 14 | 0 | 375 |
| 12:30 PM | 15 | 68 | 4 | 0 | 18 | 57 | 26 | 0 | 15 | 79 | 12 | 0 | 3 | 91 | 10 | 0 | 398 |
| 12:45 PM | 16 | 58 | 6 | 0 | 9 | 68 | 14 | 0 | 18 | 80 | 14 | 0 | 12 | 67 | 21 | 0 | 383 |
| 1:00 PM | 10 | 50 | 7 | 0 | 7 | 70 | 14 | 0 | 10 | 73 | 13 | 0 | 5 | 90 | 7 | 0 | 356 |
| 1:15 PM | 13 | 70 | 6 | 0 | 15 | 72 | 16 | 0 | 18 | 83 | 17 | 0 | 9 | 64 | 12 | 0 | 395 |
| 1:30 PM | 23 | 65 | 9 | 0 | 13 | 52 | 14 | 0 | 14 | 90 | 15 | 0 | 9 | 79 | 9 | 0 | 392 |
| 1:45 PM | 12 | 71 | 2 | 0 | 12 | 73 | 13 | 0 | 13 | 78 | 20 | 0 | 6 | 84 | 11 | 0 | 395 |
| TOTAL VOLUMES : APPROACH %'s : | 122 18.02% | 506 74.74% | 49 7.24% | 0 0.00% | SL 13.42% | ST 70.41% | SR 16.16% | SU 0.00% | EL 13.34% | ET 73.20% | ER 13.46% | EU 0.00% | WL 7.00% | WT 80.79% | WR 12.21% | WU 0.00% | TOTAL 3055 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL 1538 |
| PEAK HR VOL : | 58 0.650 | 256 0.901 | 24 0.661 | 0 0.000 | 47 0.783 | 267 0.914 | 57 0.891 | U 0.000 | 55 0.764 | 324 0.900 | 65 0.813 | U 0.000 | 29 0.806 | 317 0.881 | 39 0.813 | 0 0.000 | 0.973 |
| PM | | | | | | | | | | | | | | | | | |
| 3:00 PM | 16 | 111 | 10 | 0 | 21 | 109 | 12 | 0 | 26 | 100 | 19 | 0 | 7 | 76 | 28 | 0 | 535 |
| 3:15 PM | 15 | 107 | 12 | 0 | 14 | 102 | 18 | 0 | 18 | 78 | 11 | 0 | 14 | 81 | 24 | 0 | 494 |
| 3:30 PM | 26 | 93 | 15 | 0 | 20 | 69 | 18 | 0 | 21 | 109 | 17 | 0 | 7 | 96 | 19 | 0 | 510 |
| 3:45 PM | 15 | 112 | 18 | 0 | 14 | 90 | 15 | 0 | 18 | 103 | 19 | 0 | 8 | 81 | 17 | 0 | 510 |
| 4:00 PM | 21 | 98 | 13 | 0 | 16 | 98 | 22 | 0 | 22 | 78 | 12 | 0 | 10 | 83 | 25 | 0 | 498 |
| 4:15 PM | 19 | 123 | 9 | 0 | 15 | 108 | 24 | 0 | 25 | 91 | 16 | 0 | 12 | 77 | 24 | 0 | 543 |
| 4:30 PM | 18 | 132 | 12 | 0 | 17 | 82 | 16 | 0 | 20 | 101 | 20 | 0 | 8 | 91 | 24 | 0 | 541 |
| 4:45 PM | 29 | 128 | 5 | 0 | 25 | 105 | 16 | 0 | 34 | 95 | 23 | 0 | 18 | 81 | 21 | 0 | 580 |
| 5:00 PM | 13 | 141 | 9 | 0 | 10 | 106 | 25 | 0 | 29 | 103 | 20 | 1 | 18 | 97 | 21 | 0 | 593 |
| 5:15 PM | 24 | 129 | 7 | 0 | 26 | 107 | 14 | 0 | 25 | 116 | 21 | 0 | 13 | 83 | 26 | 0 | 591 |
| 5:30 PM | 11 | 113 | 7 | 0 | 17 | 128 | 21 | 0 | 26 | 86 | 23 | 0 | 18 | 100 | 16 | 0 | 566 |
| 5:45 PM | 20 | 107 | 12 | 0 | 20 | 97 | 10 | 0 | 13 | 79 | 17 | 0 | 11 | 90 | 19 | 0 | 495 |
| TOTAL VOLUMES : APPROACH %'s : | 227 12.97% | 1394 79.66% | 129 7.37% | 0 0.00% | SL 13.21% | ST 73.82% | SR 12.97% | SU 0.00% | EL 16.94% | ET 69.66% | ER 13.33% | EU 0.06% | WL 9.97% | WT 71.75% | WR 18.28% | WU 0.00% | TOTAL 6456 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 2330 |
| PEAK HR VOL : | // 0.664 | 511 0.906 | 28 0.778 | 0 0.000 | /8 0.750 | 446 0.871 | /b 0.760 | U 0.000 | 114 0.838 | 400 0.862 | 8/ 0.946 | 1 0.250 | b/ 0.931 | 361 0.903 | 84 0.808 | 0 0.000 | 0.982 |
| PEAK HR FACTOR : | 0.945 | | | | | | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

| Data - Cars | | | | | | | | | | | | | | | | | |
|--------------------------------|---------------------|----------------------|--------------------|------------------|---------------------|----------------------|---------------------|------------------|---------------------|----------------------|---------------------|------------------|---------------------|---------------------|---------------------|------------------|---------------|
| NS/EW Streets: | | Colvin Ave | | | | Colvin Ave | | | | Hertel Ave | | | | Hertel Ave | | | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | Total |
| 7:00 AM | 5 | 39 | 4 | 0 | 5 | 125 | 5 | 0 | 2 | 41 | 11 | 0 | 8 | 43 | 9 | 0 | 297 |
| 7:15 AM | 8 | 54 | 5 | 0 | 11 | 155 | 14 | 0 | 8 | 47 | 9 | 0 | 15 | 51 | 6 | 0 | 383 |
| 7:30 AM | 8 | 51 | 7 | 0 | 8 | 160 | 10 | 0 | 14 | 54 | 19 | 0 | 17 | 60 | 7 | 0 | 415 |
| 7:45 AM | 10 | 75 | 7 | 0 | 8 | 165 | 13 | 0 | 14 | 65 | 23 | 0 | 13 | 66 | 10 | 0 | 469 |
| 8:00 AM | 10 | 72 | 9 | 0 | 18 | 159 | 10 | 0 | 11 | 69 | 16 | 0 | 14 | 57 | 17 | 0 | 462 |
| 8:15 AM | 11 | 59 | 8 | 0 | 18 | 105 | 11 | 0 | 10 | 53 | 17 | 0 | 16 | 65 | 12 | 0 | 385 |
| 8:30 AM | 10 | 57 | 6 | 0 | 14 | 143 | 11 | 0 | 11 | 50 | 14 | 0 | 18 | 72 | 10 | 0 | 416 |
| 8:45 AM | 10 | 44 | 6 | 0 | 7 | 126 | 13 | 0 | 10 | 54 | 11 | 0 | 14 | 78 | 10 | 0 | 383 |
| 9:00 AM | 14 | 46 | 6 | 0 | 7 | 99 | 15 | 0 | 13 | 58 | 12 | 0 | 7 | 64 | 10 | 0 | 351 |
| 9:15 AM | 6 | 55 | 13 | 0 | 12 | 71 | 11 | 0 | 12 | 51 | 20 | 0 | 10 | 41 | 7 | 0 | 309 |
| 9:30 AM | 11 | 45 | 4 | 0 | 8 | 74 | 16 | 0 | 18 | 53 | 13 | 0 | 8 | 54 | 14 | 0 | 318 |
| 9:45 AM | 12 | 52 | 6 | 0 | 4 | 68 | 13 | 0 | 9 | 50 | 9 | 0 | 5 | 43 | 9 | 0 | 280 |
| TOTAL VOLUMES : APPROACH %'s : | NL 115 13.61% | NT 649 76.80% | NR 81 9.59% | NU 0 0.00% | SL 120 7.01% | ST 1450 84.70% | SR 142 8.29% | SU 0 0.00% | EL 122 13.88% | ET 645 67.82% | ER 174 18.30% | EU 0 0.00% | WL 145 15.10% | WT 694 72.29% | WR 121 12.60% | WU 0 0.00% | TOTAL 4468 |
| PEAK HR VOL : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 1729 |
| PEAK HR FACTOR : | 36 U.900 | 252 0.840 | 28 U./.78 | 0 UUU | 45 U.625 | 639 U.968 | 4/ U.859 | 0 UUU | 4/ U.839 | 435 U.851 | 6/ U./.28 | 0 UUU | 59 0.868 | 234 0.886 | 40 0.588 | 0 0.000 | 0.922 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | Total |
| | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | Total |
| 12:00 PM | 12 | 53 | 7 | 0 | 10 | 69 | 12 | 0 | 12 | 71 | 11 | 0 | 5 | 78 | 12 | 0 | 352 |
| 12:15 PM | 20 | 68 | 8 | 0 | 11 | 50 | 9 | 0 | 14 | 72 | 11 | 0 | 6 | 79 | 14 | 0 | 362 |
| 12:30 PM | 15 | 67 | 4 | 0 | 18 | 57 | 25 | 0 | 14 | 76 | 12 | 0 | 2 | 89 | 10 | 0 | 389 |
| 12:45 PM | 15 | 57 | 6 | 0 | 8 | 68 | 12 | 0 | 16 | 79 | 14 | 0 | 12 | 65 | 21 | 0 | 373 |
| 1:00 PM | 10 | 50 | 7 | 0 | 6 | 67 | 14 | 0 | 10 | 71 | 13 | 0 | 5 | 86 | 7 | 0 | 346 |
| 1:15 PM | 13 | 70 | 6 | 0 | 14 | 69 | 16 | 0 | 16 | 80 | 16 | 0 | 9 | 61 | 12 | 0 | 382 |
| 1:30 PM | 22 | 64 | 9 | 0 | 13 | 52 | 13 | 0 | 14 | 89 | 15 | 0 | 9 | 76 | 9 | 0 | 385 |
| 1:45 PM | 12 | 68 | 2 | 0 | 12 | 72 | 12 | 0 | 13 | 78 | 19 | 0 | 6 | 81 | 11 | 0 | 386 |
| TOTAL VOLUMES : APPROACH %'s : | NL 119 17.89% | NT 497 74.74% | NR 49 7.37% | NU 0 0.00% | SL 92 12.98% | ST 504 71.09% | SR 113 15.94% | SU 0 0.00% | EL 109 13.04% | ET 616 73.68% | ER 111 13.28% | EU 0 0.00% | WL 54 7.06% | WT 615 80.39% | WR 96 12.55% | WU 0 0.00% | TOTAL 2975 |
| PEAK HR VOL : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL 1499 |
| PEAK HR FACTOR : | 5/ U.648 | 252 U.900 | 24 U.66 | 0 UUU | 45 U.304 | 260 U.903 | 55 U.859 | 0 UUU | 53 U.828 | 318 U.893 | 63 U.829 | 0 UUU | 29 U.806 | 304 U.884 | 39 U.813 | 0 UUU | 0.971 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | Total |
| | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | Total |
| 3:00 PM | 16 | 110 | 10 | 0 | 21 | 107 | 10 | 0 | 23 | 91 | 19 | 0 | 7 | 73 | 28 | 0 | 515 |
| 3:15 PM | 14 | 104 | 12 | 0 | 13 | 100 | 17 | 0 | 17 | 71 | 11 | 0 | 14 | 81 | 23 | 0 | 477 |
| 3:30 PM | 25 | 89 | 14 | 0 | 20 | 64 | 18 | 0 | 19 | 101 | 16 | 0 | 7 | 91 | 16 | 0 | 480 |
| 3:45 PM | 15 | 109 | 18 | 0 | 14 | 89 | 12 | 0 | 17 | 99 | 17 | 0 | 8 | 75 | 17 | 0 | 490 |
| 4:00 PM | 18 | 95 | 12 | 0 | 16 | 95 | 20 | 0 | 21 | 73 | 11 | 0 | 9 | 79 | 23 | 0 | 472 |
| 4:15 PM | 18 | 121 | 8 | 0 | 15 | 105 | 24 | 0 | 25 | 89 | 15 | 0 | 11 | 75 | 24 | 0 | 530 |
| 4:30 PM | 18 | 129 | 12 | 0 | 17 | 80 | 15 | 0 | 19 | 97 | 19 | 0 | 8 | 84 | 24 | 0 | 522 |
| 4:45 PM | 27 | 127 | 4 | 0 | 24 | 102 | 16 | 0 | 34 | 87 | 23 | 0 | 18 | 79 | 21 | 0 | 562 |
| 5:00 PM | 13 | 140 | 9 | 0 | 10 | 100 | 24 | 0 | 28 | 97 | 19 | 1 | 18 | 92 | 21 | 0 | 572 |
| 5:15 PM | 24 | 129 | 7 | 0 | 26 | 106 | 14 | 0 | 25 | 112 | 19 | 0 | 13 | 79 | 26 | 0 | 580 |
| 5:30 PM | 10 | 113 | 7 | 0 | 17 | 128 | 19 | 0 | 26 | 84 | 23 | 0 | 18 | 97 | 16 | 0 | 558 |
| 5:45 PM | 20 | 107 | 12 | 0 | 20 | 96 | 10 | 0 | 12 | 77 | 16 | 0 | 11 | 87 | 19 | 0 | 487 |
| TOTAL VOLUMES : APPROACH %'s : | NL 218 12.70% | NT 1373 80.01% | NR 125 7.28% | NU 0 0.00% | SL 213 13.45% | ST 1172 73.99% | SR 199 12.56% | SU 0 0.00% | EL 266 17.13% | ET 1078 69.41% | ER 208 13.39% | EU 1 0.06% | WL 142 10.20% | WT 992 71.26% | WR 258 18.53% | WU 0 0.00% | TOTAL 6245 |
| PEAK HR VOL : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 2272 |
| PEAK HR FACTOR : | 7/ 0.685 | 509 0.909 | 2/ 0.750 | 0 0.000 | // 0.740 | 43b 0.852 | /3 0.760 | 0 0.000 | 113 0.831 | 38U 0.848 | 8A 0.913 | 1 0.250 | 6/ 0.931 | 34/ 0.894 | 8A 0.808 | 0 0.000 | 0.979 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Hertel Ave | | | | Hertel Ave | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|----------------------------|---------|---------|---------|----------------------------|---------|---------|---------|---------------------------|---------|---------|---------|--------------|
| | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 11 |
| 7:15 AM | 1 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 7 | 0 | 25 |
| 7:30 AM | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 23 |
| 7:45 AM | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 4 | 3 | 0 | 0 | 8 | 1 | 0 | 25 |
| 8:00 AM | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 8 | 1 | 0 | 20 |
| 8:15 AM | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 4 | 3 | 0 | 18 |
| 8:30 AM | 3 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 5 | 1 | 0 | 1 | 6 | 0 | 0 | 21 |
| 8:45 AM | 0 | 2 | 0 | 0 | 2 | 5 | 3 | 0 | 2 | 6 | 1 | 0 | 0 | 6 | 0 | 0 | 27 |
| 9:00 AM | 2 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 6 | 0 | 0 | 22 |
| 9:15 AM | 0 | 3 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 20 |
| 9:30 AM | 2 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 0 | 21 |
| 9:45 AM | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 13 |
| TOTAL VOLUMES : APPROACH %'s : | 12 | 24 | 6 | 0 | 6 | 34 | 14 | 0 | 11 | 44 | 16 | 0 | 3 | 70 | 6 | 0 | 246 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | 11.11% 62.96% 25.93% 0.00% | | | | 15.49% 61.97% 22.54% 0.00% | | | | 3.80% 88.61% 7.59% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 3 | / | 2 | 0 | 1 | 10 | 8 | U | 6 | 15 | 9 | U | 0 | 30 | 2 | 0 | 93 |
| PEAK HR FACTOR : | U./5U | U.583 | U.5U0 | UU.UU | U./25U | U.35/ | U.66/ | UU.UU | U./5U | U.938 | U./5U | UU.UU | 0.000 | 0.938 | 0.500 | 0.000 | 0.930 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 12:15 PM | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 9 |
| 12:45 PM | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 10 |
| 1:15 PM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 13 |
| 1:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 1:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 9 |
| TOTAL VOLUMES : APPROACH %'s : | 3 | 9 | 0 | 0 | 6 | 10 | 5 | 0 | 6 | 15 | 5 | 0 | 1 | 20 | 0 | 0 | 80 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | 28.57% 47.62% 23.81% 0.00% | | | | 23.08% 57.69% 19.23% 0.00% | | | | 4.76% 95.24% 0.00% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 1 | 4 | 0 | 0 | 2 | 7 | 2 | U | 2 | 6 | 2 | U | 0 | 13 | 0 | 0 | 39 |
| PEAK HR FACTOR : | U./5U | U.553 | UU.UU | UU.UU | U./25U | U.583 | U.5U0 | UU.UU | U./25U | U.500 | U.5U0 | UU.UU | U.UU | 13 | 0.813 | 0.500 | 0.750 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 20 |
| 3:15 PM | 1 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 17 |
| 3:30 PM | 1 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 5 | 3 | 0 | 30 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 20 |
| 4:00 PM | 3 | 3 | 1 | 0 | 0 | 3 | 2 | 0 | 1 | 5 | 1 | 0 | 1 | 4 | 2 | 0 | 26 |
| 4:15 PM | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 13 |
| 4:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 7 | 0 | 0 | 19 |
| 4:45 PM | 2 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 18 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 6 | 1 | 0 | 0 | 5 | 0 | 0 | 21 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 4 | 0 | 0 | 11 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 8 |
| TOTAL VOLUMES : APPROACH %'s : | 9 | 21 | 4 | 0 | 2 | 29 | 12 | 0 | 11 | 61 | 10 | 0 | 2 | 44 | 6 | 0 | 211 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 4.65% 67.44% 27.91% 0.00% | | | | 13.41% 74.39% 12.20% 0.00% | | | | 3.85% 84.62% 11.54% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 3 | 2 | 1 | 0 | 1 | 10 | 3 | U | 1 | 20 | 3 | U | 0 | 14 | U | 0 | 58 |
| PEAK HR FACTOR : | U./3/5 | U.500 | 0.250 | 0.000 | U./250 | 0.417 | 0.375 | U.500 | 0.250 | 0.625 | 0.375 | U.500 | U.000 | 0.700 | U.000 | U./UU | 0.690 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | | Colvin Ave | | | | Colvin Ave | | | | Hertel Ave | | | | Hertel Ave | | | | |
|---------------------------------------|--|----------------------------|-------------|--------------|--------------|------------|-------------|--------------|--------------|------------|----------|---------|-------------|------------|--------------|--------------|--------------|-------------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | TOTAL |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | |
| 8:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |
| 8:30 AM | | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | |
| 8:45 AM | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | |
| 9:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 9:30 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 9:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | |
| TOTAL VOLUMES : APPROACH %'s : | | NL 0 | NT 0.00% | NR 66.67% | NU 33.33% | SL 0 | ST 0.00% | SR 66.67% | SU 33.33% | EL 1 | ET 4 | ER 0 | EU 0.00% | WL 1 | WT 12.50% | WR 62.50% | WU 25.00% | TOTAL 19 |
| PEAK HR : | | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 1 | 0.250 | 0 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | | | | | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 |
| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| NOON | | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | TOTAL |
| | | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 12:45 PM | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | |
| 1:00 PM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 1:15 PM | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 1:30 PM | | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | |
| 1:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| TOTAL VOLUMES : APPROACH %'s : | | NL 1 | NT 2 | NR 2 | NU 0 | SL 2 | ST 2 | SR 0 | SU 0 | EL 3 | ET 3 | ER 0 | EU 0.00% | WL 2 | WT 33.33% | WR 66.67% | WU 0.00% | TOTAL 21 |
| PEAK HR : | | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 13 |
| PEAK HR FACTOR : | | UUU | Z | U.500 | U.250 | UUU | 2.500 | U.250 | 0.375 | UUU | U.500 | U.333 | UUU | U.250 | 0.375 | U.250 | 0.375 | 0.464 |
| PM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| PM | | 1 NL | 1 NT | 1 NR | 0 NU | 1 SL | 1 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | TOTAL |
| | | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 4 |
| 3:15 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 3:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 5 | |
| 3:45 PM | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:30 PM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 5:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 5:15 PM | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 5:30 PM | | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | |
| 5:45 PM | | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 9 | |
| TOTAL VOLUMES : APPROACH %'s : | | NL 0 | NT 0.00% | NR 37.50% | NU 62.50% | SL 0 | ST 0.00% | SR 77.78% | SU 22.22% | EL 0 | ET 10 | ER 2 | EU 0.00% | WL 2 | WT 18.18% | WR 72.73% | WU 9.09% | TOTAL 40 |
| PEAK HR : | | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 2 | 1 | 0 | U | Z | U.500 | U.250 | U.000 | 3 | 1 | U | U.000 | U.500 | U.000 | U.000 | 13 |
| PEAK HR FACTOR : | | 0.500 | 0.500 | 0.250 | 0.000 | 0.375 | 0.250 | 0.500 | 0.000 | 0.000 | 0.375 | 0.250 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.542 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo

Custom ID: 177
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Ave | | Colvin Ave | | Hertel Ave | | Hertel Ave | | TOTAL |
|------------------|----------------------------|----------|------------|---------|------------|---------|------------|---------|-------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 5 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 7:45 AM | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 6 |
| 8:00 AM | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 7 |
| 8:15 AM | 4 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 11 |
| 8:30 AM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 9:00 AM | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 9:15 AM | 4 | 4 | 1 | 0 | 0 | 1 | 2 | 2 | 14 |
| 9:30 AM | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 13 |
| 9:45 AM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES : | EB 22 | WB 10 | EB 13 | WB 5 | NB 5 | SB 7 | NB 4 | SB 7 | TOTAL 73 |
| APPROACH %'s : | 68.75% | 31.25% | 72.22% | 27.78% | 41.67% | 58.33% | 36.36% | 63.64% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 2 | 3 | 2 | 2 | 2 | 0 | 3 | 16 |
| PEAK HR FACTOR : | 0.500 | 0.500 | 0.250 | 0.500 | 0.500 | 0.500 | 0.375 | 0.375 | 0.571 |
| 1.000 | 0.313 | | | | | | | | |

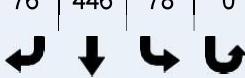
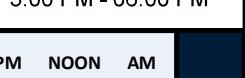
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------|-----------|---------|----------|---------|----------|----------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:15 PM | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 2 | 13 |
| 12:30 PM | 3 | 4 | 3 | 2 | 1 | 0 | 3 | 3 | 19 |
| 12:45 PM | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 7 |
| 1:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 PM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 1:30 PM | 4 | 10 | 4 | 1 | 0 | 0 | 1 | 2 | 22 |
| 1:45 PM | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| TOTAL VOLUMES : | EB 23 | WB 31 | EB 13 | WB 3 | NB 1 | SB 0 | NB 5 | SB 10 | TOTAL 86 |
| APPROACH %'s : | 42.59% | 57.41% | 81.25% | 18.75% | 100.00% | 0.00% | 33.33% | 66.67% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 10 | 17 | 6 | 1 | 0 | 0 | 1 | 4 | 39 |
| PEAK HR FACTOR : | 0.625 | 0.425 | 0.375 | 0.250 | 0.350 | | 0.250 | 0.500 | 0.443 |
| 0.482 | | | | | | | 0.417 | | |

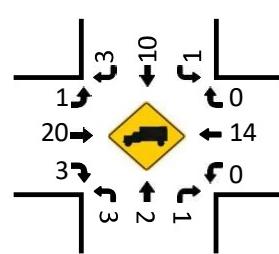
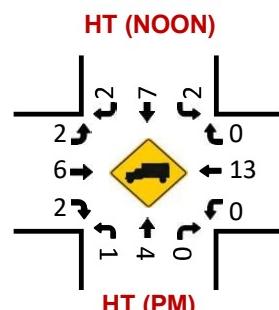
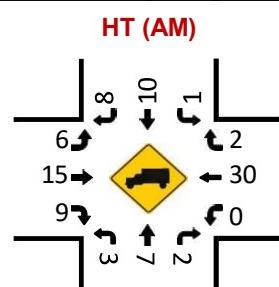
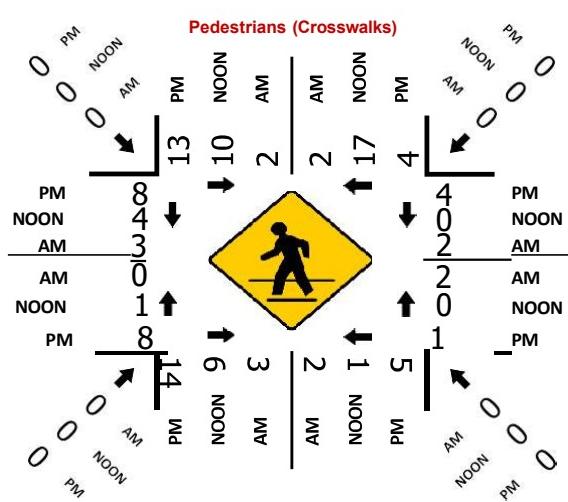
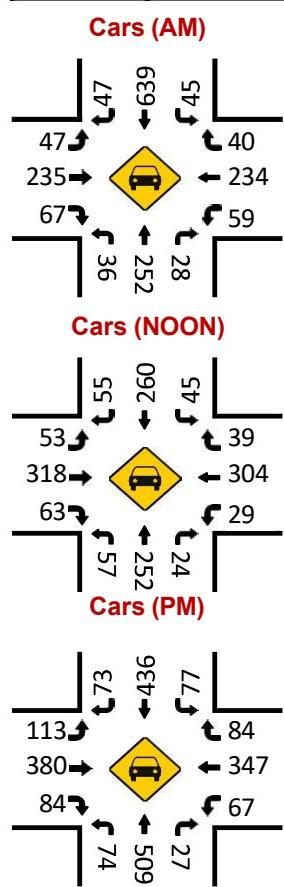
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------|-----------|----------|----------|----------|----------|----------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 5 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 15 |
| 3:15 PM | 0 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 18 |
| 3:30 PM | 2 | 3 | 1 | 3 | 0 | 1 | 2 | 0 | 12 |
| 3:45 PM | 2 | 1 | 0 | 5 | 0 | 3 | 2 | 2 | 15 |
| 4:00 PM | 8 | 4 | 2 | 2 | 0 | 0 | 4 | 0 | 20 |
| 4:15 PM | 5 | 4 | 6 | 1 | 2 | 0 | 0 | 2 | 20 |
| 4:30 PM | 0 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 11 |
| 4:45 PM | 0 | 1 | 3 | 1 | 1 | 2 | 1 | 5 | 14 |
| 5:00 PM | 3 | 0 | 6 | 2 | 0 | 1 | 0 | 2 | 14 |
| 5:15 PM | 0 | 2 | 1 | 2 | 0 | 0 | 2 | 1 | 8 |
| 5:30 PM | 10 | 1 | 4 | 0 | 0 | 1 | 5 | 0 | 21 |
| 5:45 PM | 1 | 8 | 2 | 3 | 3 | 1 | 3 | 0 | 21 |
| TOTAL VOLUMES : | EB 36 | WB 38 | EB 35 | WB 24 | NB 9 | SB 12 | NB 21 | SB 14 | TOTAL 189 |
| APPROACH %'s : | 48.65% | 51.35% | 59.32% | 40.68% | 42.86% | 57.14% | 60.00% | 40.00% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 13 | 4 | 14 | 5 | 1 | 4 | 8 | 8 | 57 |
| PEAK HR FACTOR : | 0.325 | 0.500 | 0.583 | 0.625 | 0.250 | 0.500 | 0.400 | 0.400 | 0.679 |
| 0.386 | 0.594 | | 0.417 | | | | 0.667 | | |

Colvin Ave & Hertel Ave

Peak Hour Turning Movement Count

ID: 177
City: Buffalo

| Colvin Ave | | | Southbound | | | Day: Tuesday Date: 9/17/2024 | | | |
|---------------------|------|------|------------|--|---|---------------------------------|------|---------------------|--|
| Peak Hours | | | | | | | | | |
| 07:15 AM - 08:15 AM | AM | 55 | 649 | 46 | 0 | 354 | AM | 7:00 AM - 10:00 AM | |
| 01:00 PM - 02:00 PM | NOON | 57 | 267 | 47 | 0 | 350 | NOON | 12:00 PM - 02:00 PM | |
| 04:45 PM - 05:45 PM | PM | 76 | 446 | 78 | 0 | 709 | PM | 3:00 PM - 06:00 PM | |
| | AM | NOON | PM | | | | | COUNT PERIODS | |
| | 358 | 432 | 515 | 1 | 1 | 1 | 0 | | |
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| | | | | <img alt="Control panel diagram showing signal phases: red, green, yellow, red." data-bbox="20750 35 | | | | | |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo
Control: Signalized

Custom ID: 1910
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Linden Ave | | | | Linden Ave | | | | |
|---------------------------------------|----------------------------|----------------|---------------|------------|-------------------|----------------|-------------|------------|------------------|---------------|---------------|------------|------------------|---------------|---------------|------------|-----------------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 41 | 5 | 0 | 7 | 136 | 5 | 0 | 1 | 11 | 11 | 0 | 8 | 4 | 7 | 0 | 238 |
| 7:15 AM | 7 | 65 | 7 | 0 | 5 | 175 | 2 | 0 | 1 | 12 | 13 | 0 | 14 | 15 | 3 | 0 | 319 |
| 7:30 AM | 7 | 56 | 8 | 0 | 5 | 203 | 6 | 0 | 8 | 21 | 15 | 0 | 24 | 28 | 1 | 0 | 382 |
| 7:45 AM | 2 | 97 | 14 | 0 | 9 | 207 | 6 | 0 | 3 | 23 | 16 | 0 | 47 | 40 | 12 | 0 | 476 |
| 8:00 AM | 7 | 83 | 15 | 0 | 14 | 172 | 2 | 0 | 1 | 18 | 12 | 0 | 24 | 28 | 2 | 0 | 378 |
| 8:15 AM | 5 | 74 | 21 | 0 | 8 | 135 | 3 | 0 | 1 | 21 | 7 | 0 | 25 | 21 | 8 | 0 | 329 |
| 8:30 AM | 2 | 65 | 10 | 0 | 8 | 160 | 7 | 0 | 3 | 18 | 14 | 0 | 17 | 20 | 10 | 0 | 334 |
| 8:45 AM | 6 | 45 | 4 | 0 | 9 | 149 | 5 | 0 | 5 | 12 | 10 | 0 | 11 | 19 | 7 | 0 | 282 |
| 9:00 AM | 7 | 70 | 10 | 0 | 6 | 120 | 4 | 0 | 1 | 10 | 2 | 0 | 13 | 13 | 4 | 0 | 260 |
| 9:15 AM | 3 | 65 | 9 | 0 | 8 | 100 | 1 | 0 | 8 | 5 | 9 | 0 | 8 | 13 | 9 | 0 | 238 |
| 9:30 AM | 2 | 50 | 6 | 0 | 4 | 98 | 2 | 0 | 4 | 9 | 12 | 0 | 6 | 10 | 7 | 0 | 210 |
| 9:45 AM | 8 | 78 | 10 | 0 | 8 | 76 | 2 | 0 | 3 | 4 | 9 | 0 | 8 | 6 | 3 | 0 | 215 |
| TOTAL VOLUMES : APPROACH %'s : | 58 6.00% | 789 81.68% | 119 12.32% | 0 0.00% | 91 4.87% | 1731 92.72% | 45 2.41% | 0 0.00% | 39 11.71% | 164 49.25% | 130 39.04% | 0 0.00% | 205 41.41% | 217 43.84% | 73 14.75% | 0 0.00% | TOTAL 3661 |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 21 U./5U | 310 U./99 | 58 0.69U | 0 0.000 | 36 0.643 | 1/1 0.866 | 1/ U./U8 | U UUU | 13 U./4ub | 83 0.902 | 50 U./81 | 0 UUU | 120 0.638 | 117 0.731 | 23 0.479 | 0 0.000 | TOTAL 1565 |
| PEAK HR FACTOR : | 0.861 | | | | 0.867 | | | | 0.830 | | | | 0.657 | | | | 0.822 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 9 | 67 | 10 | 0 | 6 | 71 | 6 | 0 | 5 | 19 | 4 | 0 | 7 | 13 | 7 | 0 | 224 |
| 12:15 PM | 7 | 80 | 13 | 0 | 3 | 66 | 4 | 0 | 8 | 11 | 9 | 0 | 4 | 12 | 9 | 0 | 226 |
| 12:30 PM | 7 | 82 | 8 | 0 | 3 | 69 | 3 | 0 | 7 | 15 | 11 | 0 | 4 | 14 | 4 | 0 | 227 |
| 12:45 PM | 4 | 75 | 12 | 0 | 8 | 77 | 4 | 0 | 3 | 9 | 7 | 0 | 4 | 9 | 4 | 0 | 216 |
| 1:00 PM | 10 | 68 | 9 | 0 | 10 | 76 | 2 | 0 | 0 | 14 | 7 | 0 | 6 | 12 | 8 | 0 | 222 |
| 1:15 PM | 5 | 66 | 8 | 0 | 10 | 84 | 5 | 0 | 5 | 18 | 11 | 0 | 6 | 11 | 5 | 0 | 234 |
| 1:30 PM | 4 | 86 | 7 | 0 | 9 | 62 | 4 | 0 | 7 | 13 | 6 | 0 | 7 | 24 | 8 | 0 | 237 |
| 1:45 PM | 7 | 73 | 10 | 0 | 4 | 82 | 3 | 0 | 4 | 13 | 6 | 0 | 6 | 13 | 5 | 0 | 226 |
| TOTAL VOLUMES : APPROACH %'s : | 53 7.29% | 597 82.12% | 77 10.59% | 0 0.00% | 53 7.90% | 587 87.48% | 31 4.62% | 0 0.00% | 39 18.40% | 112 52.83% | 61 28.77% | 0 0.00% | 44 21.78% | 108 53.47% | 50 24.75% | 0 0.00% | TOTAL 1812 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | 33 0.825 | 304 0.905 | 14 U./UU | 0 UUU | 16 U./5/1 | 58 0.806 | 30 0.662 | 0 UUU | 25 0.893 | 60 0.625 | 26 0.813 | 0 UUU | TOTAL 919 |
| PEAK HR VOL : | 26 U./5U | | | | 0.852 | | | | 0.850 | | | | 0.712 | | | | 0.969 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 14 | 130 | 16 | 0 | 10 | 117 | 6 | 0 | 10 | 32 | 8 | 0 | 11 | 30 | 6 | 0 | 390 |
| 3:15 PM | 18 | 121 | 18 | 0 | 7 | 108 | 4 | 0 | 8 | 28 | 10 | 0 | 11 | 20 | 12 | 0 | 365 |
| 3:30 PM | 15 | 130 | 29 | 0 | 2 | 80 | 5 | 0 | 7 | 18 | 7 | 0 | 9 | 31 | 8 | 0 | 341 |
| 3:45 PM | 10 | 127 | 21 | 0 | 5 | 102 | 3 | 0 | 9 | 26 | 13 | 0 | 5 | 24 | 9 | 0 | 354 |
| 4:00 PM | 9 | 133 | 16 | 0 | 8 | 108 | 3 | 0 | 5 | 25 | 9 | 0 | 20 | 22 | 7 | 0 | 365 |
| 4:15 PM | 12 | 135 | 18 | 0 | 2 | 105 | 0 | 0 | 7 | 10 | 11 | 0 | 12 | 14 | 10 | 0 | 336 |
| 4:30 PM | 5 | 147 | 14 | 0 | 5 | 95 | 5 | 0 | 7 | 12 | 7 | 0 | 11 | 27 | 12 | 0 | 347 |
| 4:45 PM | 15 | 135 | 15 | 0 | 7 | 99 | 4 | 0 | 7 | 25 | 11 | 0 | 9 | 29 | 4 | 0 | 360 |
| 5:00 PM | 13 | 166 | 16 | 0 | 4 | 121 | 9 | 0 | 8 | 25 | 9 | 0 | 12 | 27 | 9 | 0 | 419 |
| 5:15 PM | 10 | 140 | 19 | 0 | 12 | 120 | 9 | 0 | 8 | 20 | 9 | 0 | 20 | 17 | 9 | 0 | 393 |
| 5:30 PM | 12 | 132 | 13 | 0 | 4 | 162 | 4 | 0 | 10 | 20 | 10 | 0 | 14 | 28 | 7 | 0 | 416 |
| 5:45 PM | 22 | 124 | 12 | 0 | 4 | 116 | 4 | 0 | 9 | 13 | 7 | 0 | 12 | 17 | 11 | 0 | 351 |
| TOTAL VOLUMES : APPROACH %'s : | 155 7.82% | 1620 81.74% | 207 10.44% | 0 0.00% | 70 4.80% | 1333 91.36% | 56 3.84% | 0 0.00% | 95 20.65% | 254 55.22% | 111 24.13% | 0 0.00% | 146 27.24% | 286 53.36% | 104 19.40% | 0 0.00% | TOTAL 4437 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 27 0.563 | 502 0.775 | 26 0.722 | 0 0.000 | 33 0.825 | 90 0.900 | 39 0.886 | 0 0.000 | 55 0.688 | 101 0.871 | 29 0.806 | 0 0.000 | TOTAL 1588 |
| PEAK HR VOL : | 50 U./8/9 | | | | 0.863 | | | | 0.829 | | | | 0.944 | | | | 0.947 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo
Control: Signalized

Custom ID: 1910
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Linden Ave | | | | Linden Ave | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 2 | 39 | 4 | 0 | 6 | 135 | 4 | 0 | 1 | 11 | 11 | 0 | 8 | 3 | 7 | 0 | 231 |
| 7:15 AM | 6 | 61 | 7 | 0 | 4 | 172 | 2 | 0 | 1 | 11 | 13 | 0 | 14 | 12 | 3 | 0 | 306 |
| 7:30 AM | 7 | 55 | 8 | 0 | 2 | 197 | 6 | 0 | 7 | 21 | 15 | 0 | 24 | 28 | 1 | 0 | 371 |
| 7:45 AM | 2 | 93 | 14 | 0 | 8 | 206 | 6 | 0 | 2 | 21 | 16 | 0 | 47 | 37 | 11 | 0 | 463 |
| 8:00 AM | 6 | 82 | 15 | 0 | 13 | 172 | 2 | 0 | 1 | 18 | 12 | 0 | 24 | 28 | 1 | 0 | 374 |
| 8:15 AM | 5 | 72 | 20 | 0 | 8 | 134 | 3 | 0 | 1 | 20 | 6 | 0 | 25 | 21 | 7 | 0 | 322 |
| 8:30 AM | 2 | 61 | 10 | 0 | 8 | 156 | 7 | 0 | 3 | 18 | 13 | 0 | 16 | 19 | 9 | 0 | 322 |
| 8:45 AM | 4 | 44 | 4 | 0 | 9 | 143 | 5 | 0 | 5 | 11 | 10 | 0 | 11 | 19 | 6 | 0 | 271 |
| 9:00 AM | 6 | 65 | 9 | 0 | 6 | 116 | 2 | 0 | 1 | 10 | 1 | 0 | 13 | 13 | 3 | 0 | 245 |
| 9:15 AM | 3 | 63 | 9 | 0 | 5 | 96 | 1 | 0 | 7 | 3 | 9 | 0 | 7 | 10 | 8 | 0 | 221 |
| 9:30 AM | 1 | 49 | 6 | 0 | 3 | 93 | 2 | 0 | 4 | 8 | 10 | 0 | 5 | 8 | 6 | 0 | 195 |
| 9:45 AM | 8 | 76 | 10 | 0 | 7 | 75 | 2 | 0 | 3 | 3 | 8 | 0 | 8 | 6 | 2 | 0 | 208 |
| TOTAL VOLUMES : APPROACH %'s : | 52 | 760 | 116 | 0 | 79 | 1695 | 42 | 0 | 36 | 155 | 124 | 0 | 202 | 204 | 64 | 0 | 3529 |
| APPROACH %'s : | 5.60% | 81.90% | 12.50% | 0.00% | 4.35% | 93.34% | 2.31% | 0.00% | 11.43% | 49.21% | 39.37% | 0.00% | 42.98% | 43.40% | 13.62% | 0.00% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 20 | 302 | 57 | 0 | 31 | 809 | 1/ | U | 11 | 80 | 49 | U | 120 | 114 | 20 | 0 | 1530 |
| PEAK HR FACTOR : | U./14 | 0.812 | U./13 | UUUU | U.596 | 0.860 | U./U8 | UUUU | U.393 | 0.952 | U./66 | UUUU | 0.638 | 0.770 | 0.455 | 0.000 | 0.826 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 9 | 67 | 9 | 0 | 5 | 71 | 6 | 0 | 5 | 19 | 4 | 0 | 7 | 13 | 6 | 0 | 221 |
| 12:15 PM | 7 | 79 | 13 | 0 | 2 | 65 | 3 | 0 | 7 | 10 | 9 | 0 | 4 | 11 | 9 | 0 | 219 |
| 12:30 PM | 7 | 81 | 8 | 0 | 3 | 67 | 3 | 0 | 7 | 15 | 11 | 0 | 4 | 13 | 4 | 0 | 223 |
| 12:45 PM | 4 | 74 | 12 | 0 | 8 | 77 | 4 | 0 | 3 | 9 | 7 | 0 | 4 | 8 | 3 | 0 | 213 |
| 1:00 PM | 10 | 68 | 8 | 0 | 10 | 74 | 2 | 0 | 0 | 14 | 7 | 0 | 5 | 12 | 8 | 0 | 218 |
| 1:15 PM | 5 | 66 | 8 | 0 | 9 | 82 | 4 | 0 | 5 | 18 | 10 | 0 | 6 | 11 | 5 | 0 | 229 |
| 1:30 PM | 4 | 84 | 7 | 0 | 9 | 61 | 4 | 0 | 7 | 13 | 6 | 0 | 7 | 24 | 8 | 0 | 234 |
| 1:45 PM | 7 | 71 | 10 | 0 | 4 | 80 | 3 | 0 | 3 | 13 | 6 | 0 | 6 | 13 | 5 | 0 | 221 |
| TOTAL VOLUMES : APPROACH %'s : | 53 | 590 | 75 | 0 | 50 | 577 | 29 | 0 | 37 | 111 | 60 | 0 | 43 | 105 | 48 | 0 | 1778 |
| APPROACH %'s : | 7.38% | 82.17% | 10.45% | 0.00% | 7.62% | 87.96% | 4.42% | 0.00% | 17.79% | 53.37% | 28.85% | 0.00% | 21.94% | 53.57% | 24.49% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 26 | 289 | 53 | 0 | 32 | 297 | 13 | 0 | 15 | 58 | 29 | 0 | 24 | 60 | 26 | 0 | 902 |
| PEAK HR FACTOR : | U./650 | 0.860 | U./825 | UUUU | U.800 | 0.905 | U./813 | UUUU | U.536 | 0.866 | U./725 | UUUU | 0.857 | 0.625 | 0.813 | UUUU | 0.964 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 14 | 127 | 16 | 0 | 9 | 115 | 6 | 0 | 10 | 32 | 8 | 0 | 10 | 29 | 6 | 0 | 382 |
| 3:15 PM | 16 | 118 | 17 | 0 | 7 | 106 | 4 | 0 | 7 | 27 | 9 | 0 | 11 | 19 | 12 | 0 | 353 |
| 3:30 PM | 15 | 125 | 28 | 0 | 1 | 76 | 4 | 0 | 5 | 17 | 6 | 0 | 9 | 30 | 8 | 0 | 324 |
| 3:45 PM | 9 | 125 | 21 | 0 | 5 | 99 | 3 | 0 | 8 | 26 | 13 | 0 | 5 | 24 | 8 | 0 | 346 |
| 4:00 PM | 9 | 129 | 16 | 0 | 8 | 104 | 3 | 0 | 5 | 23 | 9 | 0 | 19 | 19 | 6 | 0 | 350 |
| 4:15 PM | 12 | 132 | 18 | 0 | 2 | 103 | 0 | 0 | 4 | 10 | 11 | 0 | 12 | 14 | 10 | 0 | 328 |
| 4:30 PM | 5 | 145 | 14 | 0 | 5 | 93 | 5 | 0 | 6 | 11 | 6 | 0 | 11 | 26 | 12 | 0 | 339 |
| 4:45 PM | 15 | 135 | 15 | 0 | 6 | 98 | 4 | 0 | 7 | 25 | 11 | 0 | 9 | 29 | 3 | 0 | 357 |
| 5:00 PM | 13 | 165 | 16 | 0 | 4 | 119 | 7 | 0 | 8 | 25 | 9 | 0 | 12 | 25 | 8 | 0 | 411 |
| 5:15 PM | 10 | 138 | 19 | 0 | 10 | 118 | 9 | 0 | 8 | 20 | 9 | 0 | 20 | 16 | 9 | 0 | 386 |
| 5:30 PM | 12 | 132 | 13 | 0 | 4 | 162 | 4 | 0 | 10 | 19 | 10 | 0 | 14 | 28 | 7 | 0 | 415 |
| 5:45 PM | 22 | 124 | 12 | 0 | 4 | 114 | 4 | 0 | 9 | 13 | 7 | 0 | 11 | 16 | 11 | 0 | 347 |
| TOTAL VOLUMES : APPROACH %'s : | 152 | 1595 | 205 | 0 | 65 | 1307 | 53 | 0 | 87 | 248 | 108 | 0 | 143 | 275 | 100 | 0 | 4338 |
| APPROACH %'s : | 7.79% | 81.71% | 10.50% | 0.00% | 4.56% | 91.72% | 3.72% | 0.00% | 19.64% | 55.98% | 24.38% | 0.00% | 27.61% | 53.09% | 19.31% | 0.00% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 50 | 570 | 63 | 0 | 24 | 497 | 24 | 0 | 33 | 89 | 39 | 0 | 55 | 98 | 27 | 0 | 1569 |
| PEAK HR FACTOR : | U./880 | 0.864 | 0.829 | UUUU | 0.600 | 0.767 | 0.667 | UUUU | 0.825 | 0.890 | 0.886 | UUUU | 0.688 | 0.845 | 0.750 | UUUU | 0.945 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo
Control: Signalized

Custom ID: 1910
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Linden Ave | | | | Linden Ave | | | | |
|---------------------------------------|----------------------------|--------------|-------------|------------|-------------------|--------------|-------------|------------|------------------|-------------|-------------|------------|------------------|--------------|-------------|------------|---------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 7:15 AM | 1 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 13 |
| 7:30 AM | 0 | 1 | 0 | 0 | 3 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 AM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 13 |
| 8:00 AM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 8:15 AM | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 7 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 12 |
| 8:45 AM | 2 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 9:00 AM | 1 | 5 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 15 |
| 9:15 AM | 0 | 2 | 0 | 0 | 3 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 17 |
| 9:30 AM | 1 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 15 |
| 9:45 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| TOTAL VOLUMES : APPROACH %'s : | 6 15.79% | 29 76.32% | 3 7.89% | 0 0.00% | 12 23.53% | 36 70.59% | 3 5.88% | 0 0.00% | 3 16.67% | 9 50.00% | 6 33.33% | 0 0.00% | 3 12.00% | 13 52.00% | 9 36.00% | 0 0.00% | TOTAL 132 |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 0.250 | 8 0.500 | 1 0.250 | 0 0.000 | 5 0.41/ | 8 0.333 | U 0.000 | U 0.000 | 2 0.500 | 3 0.375 | 1 0.250 | U 0.000 | 0 0.000 | 3 0.250 | 3 0.750 | 0 0.000 | TOTAL 35 |
| PEAK HR FACTOR : | 0.625 | | | | 0.361 | | | | 0.500 | | | | 0.375 | | | | 0.673 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 12:15 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 1:00 PM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 1:15 PM | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | 0 0.00% | 7 77.78% | 2 22.22% | 0 0.00% | 3 20.00% | 10 66.67% | 2 13.33% | 0 0.00% | 2 50.00% | 1 25.00% | 1 25.00% | 0 0.00% | 1 16.67% | 3 50.00% | 2 33.33% | 0 0.00% | TOTAL 34 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | 1 0.250 | | | | 0 0.000 | | | | TOTAL 17 |
| PEAK HR VOL : | 0 0.000 | 4 0.500 | 1 0.250 | 0 0.000 | 7 0.41/ | 1 0.333 | 0 0.000 | U 0.000 | 1 0.500 | 0 0.375 | 1 0.250 | U 0.000 | 1 0.250 | 0 0.000 | 0 0.000 | 0 0.000 | 0.850 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 3:15 PM | 2 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| 3:30 PM | 0 | 5 | 1 | 0 | 1 | 4 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 17 |
| 3:45 PM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 15 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 8 |
| 5:15 PM | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | 3 10.00% | 25 83.33% | 2 6.67% | 0 0.00% | 5 14.71% | 26 76.47% | 3 8.82% | 0 0.00% | 8 47.06% | 6 35.29% | 3 17.65% | 0 0.00% | 3 16.67% | 11 61.11% | 4 22.22% | 0 0.00% | TOTAL 99 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | 3 0.375 | | | | 5 0.625 | | | | TOTAL 19 |
| PEAK HR VOL : | 0 0.000 | 3 0.375 | 0 0.000 | 0 0.000 | 3 0.375 | 5 0.625 | 2 0.250 | U 0.000 | 0 0.000 | 1 0.250 | 0 0.000 | U 0.000 | 3 0.375 | 2 0.500 | 0 0.000 | U 0.41/ | 0.594 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo
Control: Signalized

Custom ID: 1910
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Linden Ave | | | | Linden Ave | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|-------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 9:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | 12.50% | 6 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 2 | 0 | 2 | 2 | 0 | 0 | 23 |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | 0.00% | | | | 66.67% | | | | 33.33% | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 0 | 0 | 0 | U | U | U | U | U | U | U | 1 | 1 | 0 | 0 | 9 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.375 | 0.375 | 0.375 | 0.375 | 0.250 | 0.250 | 0.000 | 0.000 | 0.375 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 12:45 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 1:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | 3 | 7 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 25 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | 0.00% | | | | 60.00% | | | | 40.00% | | | | TOTAL |
| PEAK HR VOL : | 1 | 2 | 0 | 0 | 0 | U | U | U | U | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 11 |
| PEAK HR FACTOR : | 0.250 | 0.500 | 0.000 | 0.000 | 0.750 | 0.500 | 0.500 | 0.500 | 0.375 | 0.375 | 0.375 | 0.375 | 0.250 | 0.250 | 0.000 | 0.000 | 0.688 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 5 |
| 3:30 PM | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:30 PM | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:45 PM | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 15 |
| TOTAL VOLUMES : APPROACH %'s : | 7 | 11 | 9 | 1 | 3 | 11 | 0 | 1 | 9.09% | 6 | 4 | 0 | 3 | 4 | 2 | 0 | 63 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 20.00% | | | | 73.33% | | | | 54.55% | | | | TOTAL |
| PEAK HR VOL : | 2 | 6 | 5 | 0 | 0.500 | 1 | U | U | 0.375 | 0.375 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 24 |
| PEAK HR FACTOR : | 0.250 | 0.500 | 0.313 | 0.000 | 0.464 | 0.250 | 0.250 | 0.250 | 0.375 | 0.375 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.750 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo

Custom ID: 1910
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Ave | | Colvin Ave | | Linden Ave | | Linden Ave | | TOTAL |
|------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 1 | 3 | 3 | 0 | 2 | 10 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 7:45 AM | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 5 |
| 8:00 AM | 1 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 11 |
| 8:15 AM | 0 | 3 | 0 | 0 | 3 | 4 | 1 | 1 | 12 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 6 |
| 9:00 AM | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 5 |
| 9:15 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 9:30 AM | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 6 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| TOTAL VOLUMES : | EB 3 | WB 7 | EB 1 | WB 2 | NB 17 | SB 14 | NB 8 | SB 11 | TOTAL 63 |
| APPROACH %'s : | 30.00% | 70.00% | 33.33% | 66.67% | 54.84% | 45.16% | 42.11% | 57.89% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 3 | 1 | 0 | 8 | 6 | 4 | 7 | 30 |
| PEAK HR FACTOR : | 0.250 0.333 | 0.250 0.250 | 0.250 0.250 | 0.667 0.500 | 0.500 0.500 | 0.375 0.550 | 0.500 0.550 | 0.583 0.625 | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------------|-----------|---------|----------------|----------------|----------|---------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 |
| 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| TOTAL VOLUMES : | EB 0 | WB 3 | EB 2 | WB 0 | NB 5 | SB 3 | NB 0 | SB 1 | TOTAL 14 |
| APPROACH %'s : | 0.00% | 100.00% | 100.00% | 0.00% | 62.50% | 37.50% | 0.00% | 100.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 5 |
| PEAK HR FACTOR : | 0.250 0.250 | 0.250 0.250 | | | 0.250 0.500 | 0.375 0.500 | | | 0.625 |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 |
| 3:15 PM | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 3 | 10 |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 5 |
| 3:45 PM | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 |
| 4:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 4 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 4 |
| 4:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 |
| 4:45 PM | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 6 |
| 5:00 PM | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 4 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 |
| 5:45 PM | 3 | 3 | 0 | 0 | 1 | 2 | 3 | 0 | 12 |
| TOTAL VOLUMES : | EB 4 | WB 7 | EB 3 | WB 6 | NB 9 | SB 12 | NB 17 | SB 11 | TOTAL 69 |
| APPROACH %'s : | 36.36% | 63.64% | 33.33% | 66.67% | 42.86% | 57.14% | 60.71% | 39.29% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 21 |
| PEAK HR FACTOR : | 0.250 0.500 | 0.250 0.500 | 0.250 0.333 | 0.375 0.583 | 0.375 0.583 | 0.500 0.667 | 0.500 0.667 | 0.500 0.500 | 0.875 |

Colvin Ave & Linden Ave

Peak Hour Turning Movement Count

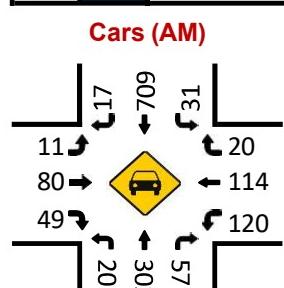
ID: 1910
City: Buffalo

| | |
|-------------------|---------------------|
| ID: | 1910 |
| City: | Buffalo |
| PEAK HOURS | |
| | 07:30 AM - 08:30 AM |
| | 01:00 PM - 02:00 PM |
| | 04:45 PM - 05:45 PM |

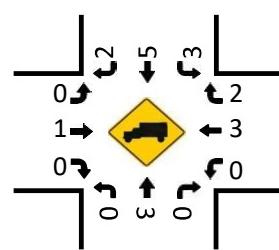
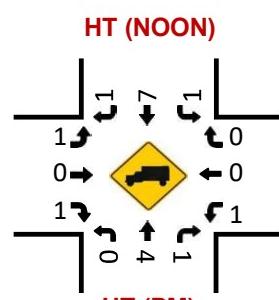
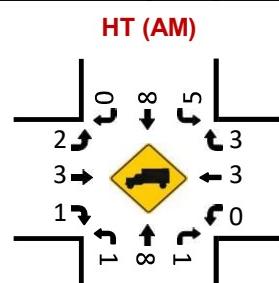
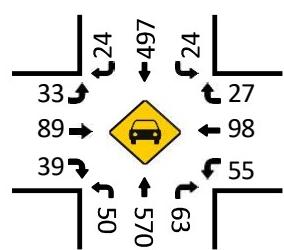
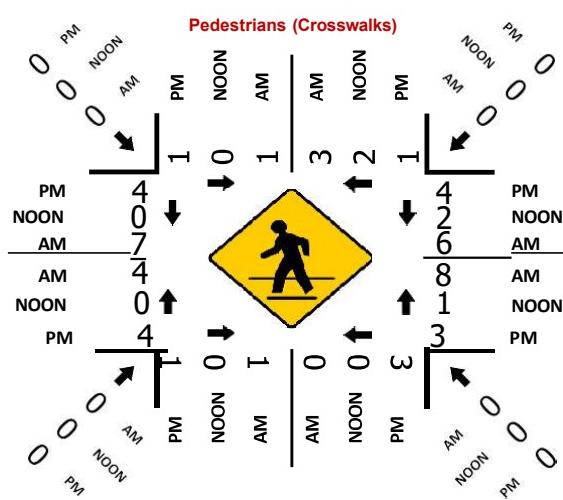
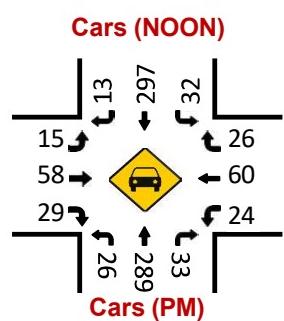
| SOUTHBOUND | | | | | | |
|------------|----|-----|----|---|-----|------|
| AM | 17 | 717 | 36 | 0 | 346 | AM |
| NOON | 14 | 304 | 33 | 0 | 335 | NOON |
| PM | 26 | 502 | 27 | 0 | 635 | PM |

Day: Tuesday
Date: 9/17/2024

| WESTBOUND | | | COUNT PERIODS |
|-----------|------|-----|---------------|
| PM | NOON | AM | Linden Ave |
| 29 | 26 | 23 | |
| 101 | 60 | 117 | |
| 55 | 25 | 120 | |
| 0 | 0 | 0 | |
| 180 | 125 | 177 | |
| PM | NOON | AM | |



| | | | | | | |
|------|-----|---|----|-----|----|------|
| PM | 596 | 0 | 50 | 573 | 63 | PM |
| NOON | 359 | 0 | 26 | 293 | 34 | NOON |
| AM | 887 | 0 | 21 | 310 | 58 | AM |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo
Control: Signalized

Custom ID: 1909
Date: 9/17/2024

Data - Total

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tillinghast Pl | | | | Tillinghast Pl | | | | |
|---------------------------------------|----------------------------|-----------------------|------------------|------------------|-------------------|-----------------------|------------------|------------------|---------------------|------------------|---------------------|------------------|---------------------|------------------|--------------------|------------------|-----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 1 EL | 0 ET | 1 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 45 | 0 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 201 |
| 7:15 AM | 0 | 77 | 0 | 0 | 0 | 196 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 278 |
| 7:30 AM | 0 | 63 | 0 | 0 | 0 | 221 | 0 | 0 | 6 | 0 | 13 | 0 | 16 | 0 | 5 | 0 | 324 |
| 7:45 AM | 0 | 75 | 0 | 0 | 0 | 217 | 0 | 0 | 35 | 0 | 26 | 0 | 32 | 0 | 25 | 0 | 410 |
| 8:00 AM | 0 | 86 | 0 | 0 | 0 | 223 | 0 | 0 | 12 | 0 | 4 | 0 | 20 | 0 | 5 | 0 | 350 |
| 8:15 AM | 0 | 81 | 0 | 0 | 0 | 168 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 0 | 3 | 0 | 263 |
| 8:30 AM | 0 | 76 | 0 | 0 | 0 | 185 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 268 |
| 8:45 AM | 0 | 59 | 0 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 0 | 246 |
| 9:00 AM | 0 | 79 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 3 | 0 | 218 |
| 9:15 AM | 0 | 79 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 207 |
| 9:30 AM | 0 | 56 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 178 |
| 9:45 AM | 0 | 86 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 186 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 862 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 1999 100.00% | SR 0 0.00% | SU 0 0.00% | EL 55 51.40% | ET 0 0.00% | ER 52 48.60% | EU 0 0.00% | WL 106 65.84% | WT 0 0.00% | WR 55 34.16% | WU 0 0.00% | TOTAL 3129 |
| PEAK HR HRS : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 301 | 0 | 0 | U | 85/ 0.951 | U | U | 53 | U | 44 | U | 70 | 0 | 37 | 0 | TOTAL 1362 |
| PEAK HR FACTOR : | UUU | U.8/5 | UUU | UUU | UUU | 0.961 | UUU | UUU | U.3/9 | UUU | U.423 | UUU | 0.547 | 0.000 | 0.370 | 0.000 | 0.830 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 87 | 0 | 0 | 0 | 79 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 171 |
| 12:15 PM | 0 | 81 | 0 | 0 | 0 | 78 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 168 |
| 12:30 PM | 0 | 92 | 0 | 0 | 0 | 83 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 184 |
| 12:45 PM | 0 | 89 | 0 | 0 | 0 | 87 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 179 |
| 1:00 PM | 0 | 76 | 0 | 0 | 0 | 95 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 177 |
| 1:15 PM | 0 | 81 | 0 | 0 | 0 | 98 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 182 |
| 1:30 PM | 0 | 94 | 0 | 0 | 0 | 75 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 173 |
| 1:45 PM | 0 | 93 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 191 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 693 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 688 100.00% | SR 0 0.00% | SU 0 0.00% | EL 10 66.67% | ET 0 0.00% | ER 5 33.33% | EU 0 0.00% | WL 8 27.59% | WT 0 0.00% | WR 21 72.41% | WU 0 0.00% | TOTAL 1425 |
| PEAK HR HRS : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL 723 |
| PEAK HR VOL : | 0 | 344 | 0 | 0 | U | 361 | 0 | U | 3 | 0 | 3 | 0 | 3 | 0 | 9 | 0 | TOTAL 0.915 |
| PEAK HR FACTOR : | UUU | U.915 | UUU | UUU | UUU | 0.921 | UUU | UUU | U.750 | UUU | U.563 | UUU | 0.750 | 0.000 | 0.563 | 0.000 | 0.946 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 147 | 0 | 0 | 0 | 140 | 0 | 0 | 6 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 302 |
| 3:15 PM | 0 | 136 | 0 | 0 | 0 | 125 | 0 | 0 | 21 | 0 | 13 | 0 | 5 | 0 | 5 | 0 | 305 |
| 3:30 PM | 0 | 139 | 0 | 0 | 0 | 105 | 0 | 0 | 23 | 0 | 26 | 0 | 2 | 0 | 6 | 0 | 301 |
| 3:45 PM | 0 | 139 | 0 | 0 | 0 | 124 | 0 | 0 | 13 | 0 | 6 | 0 | 5 | 0 | 5 | 0 | 292 |
| 4:00 PM | 0 | 150 | 0 | 0 | 0 | 127 | 0 | 0 | 9 | 0 | 6 | 0 | 7 | 0 | 5 | 0 | 304 |
| 4:15 PM | 0 | 164 | 0 | 0 | 0 | 134 | 0 | 0 | 8 | 0 | 8 | 0 | 6 | 0 | 4 | 0 | 324 |
| 4:30 PM | 0 | 172 | 0 | 0 | 0 | 125 | 0 | 0 | 7 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 309 |
| 4:45 PM | 0 | 170 | 0 | 0 | 0 | 136 | 0 | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 4 | 0 | 326 |
| 5:00 PM | 0 | 172 | 0 | 0 | 0 | 134 | 0 | 0 | 9 | 0 | 5 | 0 | 2 | 0 | 9 | 0 | 331 |
| 5:15 PM | 0 | 160 | 0 | 0 | 0 | 150 | 0 | 0 | 12 | 0 | 19 | 0 | 7 | 0 | 4 | 0 | 352 |
| 5:30 PM | 0 | 142 | 0 | 0 | 0 | 182 | 0 | 0 | 9 | 0 | 14 | 0 | 5 | 0 | 5 | 0 | 357 |
| 5:45 PM | 0 | 142 | 0 | 0 | 0 | 142 | 0 | 0 | 8 | 0 | 8 | 0 | 9 | 0 | 3 | 0 | 312 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 1833 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 1624 100.00% | SR 0 0.00% | SU 0 0.00% | EL 130 53.50% | ET 0 0.00% | ER 113 46.50% | EU 0 0.00% | WL 60 52.17% | WT 0 0.00% | WR 55 47.83% | WU 0 0.00% | TOTAL 3815 |
| PEAK HR HRS : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 0.957 |
| PEAK HR VOL : | 0 | 644 | 0 | 0 | U | 602 | U | U | 35 | U | 45 | U | 20 | U | 22 | U | TOTAL 0.936 |
| PEAK HR FACTOR : | UUU | U.936 | UUU | UUU | UUU | 0.827 | UUU | UUU | 0.729 | UUU | 0.566 | UUU | 0.714 | 0.000 | 0.611 | 0.000 | 0.957 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo
Control: Signalized

Custom ID: 1909
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tillinghast Pl | | | | Tillinghast Pl | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|---------------------------|---------|---------|---------|---------------------------|---------|---------|---------|---------------------------|---------|---------|---------|----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 1 EL | 0 ET | 1 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 7:00 AM | 0 | 42 | 0 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 197 |
| 7:15 AM | 0 | 72 | 0 | 0 | 0 | 193 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 270 |
| 7:30 AM | 0 | 62 | 0 | 0 | 0 | 216 | 0 | 0 | 6 | 0 | 9 | 0 | 16 | 0 | 5 | 0 | 314 |
| 7:45 AM | 0 | 73 | 0 | 0 | 0 | 216 | 0 | 0 | 35 | 0 | 26 | 0 | 32 | 0 | 23 | 0 | 405 |
| 8:00 AM | 0 | 85 | 0 | 0 | 0 | 223 | 0 | 0 | 12 | 0 | 4 | 0 | 20 | 0 | 4 | 0 | 348 |
| 8:15 AM | 0 | 78 | 0 | 0 | 0 | 166 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 0 | 3 | 0 | 258 |
| 8:30 AM | 0 | 72 | 0 | 0 | 0 | 180 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 259 |
| 8:45 AM | 0 | 56 | 0 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 0 | 237 |
| 9:00 AM | 0 | 71 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 3 | 0 | 204 |
| 9:15 AM | 0 | 76 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 199 |
| 9:30 AM | 0 | 52 | 0 | 0 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 168 |
| 9:45 AM | 0 | 84 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 181 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL 3040 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | 0.00% 100.00% 0.00% 0.00% | | | | 0.00% 100.00% 0.00% 0.00% | | | | 53.40% 0.00% 46.60% 0.00% | | | | TOTAL 1337 |
| PEAK HR VOL : | 0 | 292 | 0 | 0 | 0 | 848 | 0 | 0 | 53 | 0 | 40 | 0 | 70 | 0 | 34 | 0 | 0.825 |
| PEAK HR FACTOR : | 0.UUU | 0.859 | 0.UUU | 0.UUU | 0.UUU | 0.951 | 0.UUU | 0.UUU | 0.379 | 0.UUU | 0.385 | 0.UUU | 0.547 | 0.000 | 0.370 | 0.UUU | |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 12:00 PM | 0 | 86 | 0 | 0 | 0 | 78 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 167 |
| 12:15 PM | 0 | 80 | 0 | 0 | 0 | 77 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 165 |
| 12:30 PM | 0 | 90 | 0 | 0 | 0 | 82 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 181 |
| 12:45 PM | 0 | 88 | 0 | 0 | 0 | 87 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 177 |
| 1:00 PM | 0 | 76 | 0 | 0 | 0 | 91 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 173 |
| 1:15 PM | 0 | 80 | 0 | 0 | 0 | 96 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 179 |
| 1:30 PM | 0 | 92 | 0 | 0 | 0 | 73 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 169 |
| 1:45 PM | 0 | 91 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 187 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL 1398 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | 0.00% 100.00% 0.00% 0.00% | | | | 0.00% 100.00% 0.00% 0.00% | | | | 75.00% 0.00% 25.00% 0.00% | | | | TOTAL 708 |
| PEAK HR VOL : | 0 | 359 | 0 | 0 | 0 | 351 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 9 | 0 | 0.947 |
| PEAK HR FACTOR : | 0.UUU | 0.921 | 0.UUU | 0.UUU | 0.UUU | 0.914 | 0.UUU | 0.UUU | 0.500 | 0.UUU | 0.515 | 0.UUU | 0.563 | 0.UUU | 0.750 | 0.UUU | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 145 | 0 | 0 | 0 | 137 | 0 | 0 | 6 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 297 |
| 3:15 PM | 0 | 132 | 0 | 0 | 0 | 123 | 0 | 0 | 20 | 0 | 13 | 0 | 5 | 0 | 3 | 0 | 296 |
| 3:30 PM | 0 | 135 | 0 | 0 | 0 | 100 | 0 | 0 | 20 | 0 | 21 | 0 | 2 | 0 | 6 | 0 | 284 |
| 3:45 PM | 0 | 136 | 0 | 0 | 0 | 120 | 0 | 0 | 13 | 0 | 5 | 0 | 4 | 0 | 5 | 0 | 283 |
| 4:00 PM | 0 | 147 | 0 | 0 | 0 | 122 | 0 | 0 | 9 | 0 | 6 | 0 | 7 | 0 | 4 | 0 | 295 |
| 4:15 PM | 0 | 161 | 0 | 0 | 0 | 130 | 0 | 0 | 8 | 0 | 8 | 0 | 6 | 0 | 4 | 0 | 317 |
| 4:30 PM | 0 | 170 | 0 | 0 | 0 | 122 | 0 | 0 | 7 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 304 |
| 4:45 PM | 0 | 169 | 0 | 0 | 0 | 136 | 0 | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 4 | 0 | 325 |
| 5:00 PM | 0 | 171 | 0 | 0 | 0 | 131 | 0 | 0 | 9 | 0 | 5 | 0 | 2 | 0 | 9 | 0 | 327 |
| 5:15 PM | 0 | 158 | 0 | 0 | 0 | 145 | 0 | 0 | 12 | 0 | 19 | 0 | 7 | 0 | 4 | 0 | 345 |
| 5:30 PM | 0 | 142 | 0 | 0 | 0 | 180 | 0 | 0 | 9 | 0 | 14 | 0 | 5 | 0 | 5 | 0 | 355 |
| 5:45 PM | 0 | 142 | 0 | 0 | 0 | 139 | 0 | 0 | 8 | 0 | 8 | 0 | 9 | 0 | 3 | 0 | 309 |
| TOTAL VOLUMES : APPROACH %'s : | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL 3737 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 0.00% 100.00% 0.00% 0.00% | | | | 0.00% 100.00% 0.00% 0.00% | | | | 54.08% 0.00% 45.92% 0.00% | | | | TOTAL 1352 |
| PEAK HR VOL : | 0 | 640 | 0 | 0 | 0 | 592 | 0 | 0 | 35 | 0 | 45 | 0 | 20 | 0 | 22 | 0 | 0.952 |
| PEAK HR FACTOR : | 0.000 | 0.936 | 0.000 | 0.000 | 0.000 | 0.822 | 0.000 | 0.000 | 0.729 | 0.000 | 0.566 | 0.000 | 0.714 | 0.000 | 0.611 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo
Control: Signalized

Custom ID: 1909
Date: 9/17/2024

Data - HT

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tillinghast Pl | | | | Tillinghast Pl | | | | |
|---------------------------------------|----------------------------|---------------------|------------------|------------------|-------------------|---------------------|------------------|------------------|-------------------|------------------|--------------------|------------------|-------------------|------------------|--------------------|------------------|--------------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8:15 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 AM | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:15 AM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:30 AM | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 39 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 43 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 0 0.00% | ER 4 100.00% | EU 0 0.00% | WL 0 0.00% | WT 0 0.00% | WR 3 100.00% | WU 0 0.00% | TOTAL 89 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 9 | 0 | 0 | U | 9 | U | U | U | U | 4 | U | 0 | 0 | 3 | 0 | 25 |
| PEAK HR FACTOR : | U.UUU | U.45U | U.UUU | U.UUU | U.UUU | U.45U | U.UUU | U.UUU | U.UUU | U.UUU | 0.25U | U.UUU | 0.000 | 0.000 | 0.375 | 0.000 | 0.625 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 10 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 13 100.00% | SR 0 0.00% | SU 0 0.00% | EL 1 33.33% | ET 0 0.00% | ER 2 66.67% | EU 0 0.00% | WL 0 0.00% | WT 0 0.00% | WR 1 100.00% | WU 0 0.00% | TOTAL 27 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL 15 |
| PEAK HR VOL : | 0 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.938 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| 3:30 PM | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 17 |
| 3:45 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 25 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 39 100.00% | SR 0 0.00% | SU 0 0.00% | EL 4 40.00% | ET 0 0.00% | ER 6 60.00% | EU 0 0.00% | WL 1 25.00% | WT 0 0.00% | WR 3 75.00% | WU 0 0.00% | TOTAL 78 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL 14 |
| PEAK HR VOL : | 0.000 | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.500 |
| PEAK HR FACTOR : | U.UUU | U.50U | U.UUU | U.UUU | U.UUU | U.50U | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo
Control: Signalized

Custom ID: 1909
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | Colvin Ave | | | | Colvin Ave | | | | Tillinghast Pl | | | | Tillinghast Pl | | | | | |
|---------------------------------------|----------------------------|---------------------|------------------|------------------|-------------------|---------------------|------------------|------------------|--------------------|-------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|--------------|----|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 8 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 15 100.00% | SR 0 0.00% | SU 0 0.00% | EL 0 0.00% | ET 0 0.00% | ER 0 0.00% | EU 0 0.00% | WL 2 40.00% | WT 2 40.00% | WR 1 20.00% | WU 0 0.00% | TOTAL 28 | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | U | 8 | U | U | U | U | U | U | 1 | 2 | 0 | 0 | 14 | |
| PEAK HR FACTOR : | U.UUU | U.3/5 | U.UUU | U.UUU | U.UUU | 0.400 | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | U.UUU | 0.250 | 0.250 | 0.000 | 0.000 | 0.700 | |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | |
| 12:45 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 1:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 11 100.00% | NR 0 0.00% | NU 0 0.00% | SL 0 0.00% | ST 10 100.00% | SR 0 0.00% | SU 0 0.00% | EL 1 100.00% | ET 0 0.00% | ER 0 0.00% | EU 0 0.00% | WL 1 50.00% | WT 0 0.00% | WR 1 50.00% | WU 0 0.00% | TOTAL 24 | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | / | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | |
| PEAK HR FACTOR : | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.813 | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:15 PM | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | |
| 5:00 PM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | |
| 5:30 PM | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | |
| 5:45 PM | 0 | 4 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 0.00% | NT 27 93.10% | NR 2 6.90% | NU 0 0.00% | SL 3 12.00% | ST 20 80.00% | SR 1 4.00% | SU 1 4.00% | EL 3 50.00% | ET 3 50.00% | ER 0 0.00% | EU 0 0.00% | WL 4 44.44% | WT 0 0.00% | WR 5 55.56% | WU 0 0.00% | TOTAL 69 | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 14 | 1 | 0 | 2 | 8 | U | 1 | U | 1 | U | U | 5 | 0.750 | 0.000 | 1 | 0.250 | 31 |
| PEAK HR FACTOR : | 0.000 | 0.438 | 0.250 | 0.000 | 0.250 | 0.400 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.705 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo

Custom ID: 1909
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Ave | | Colvin Ave | | Tillinghast Pl | | Tillinghast Pl | | TOTAL |
|------------------|----------------------------|----|------------|-------|----------------|-------|----------------|-------|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 6 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 5 |
| 7:45 AM | 0 | 0 | 0 | 8 | 4 | 4 | 0 | 1 | 17 |
| 8:00 AM | 0 | 0 | 1 | 2 | 5 | 3 | 1 | 3 | 15 |
| 8:15 AM | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 8 |
| 8:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 4 | 12 |
| 9:00 AM | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 5 |
| 9:15 AM | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 5 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 |
| 9:45 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 6 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 4 | 15 | 21 | 22 | 10 | 17 | 89 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 3 | 11 | 11 | 9 | 2 | 7 | 43 |
| PEAK HR FACTOR : | | | 0.375 | 0.344 | 0.550 | 0.563 | 0.500 | 0.583 | 0.632 |
| 0.438 | | | | | 0.625 | | | | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----|---------------|-------|---------------|-------|---------------|-------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 7 |
| 12:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 12:30 PM | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 3 | 11 |
| 12:45 PM | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 7 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 |
| 1:45 PM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 1 | 1 | 5 | 1 | 10 | 7 | 5 | 7 | 37 |
| 50.00% 50.00% | | | 83.33% 16.67% | | 58.82% 41.18% | | 41.67% 58.33% | | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 3 | 10 |
| PEAK HR FACTOR : | | | 0.250 | 0.250 | 0.500 | 0.500 | 0.250 | 0.375 | 0.625 |

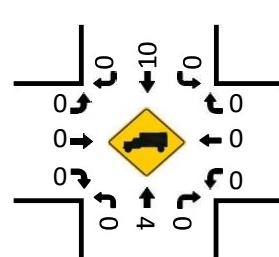
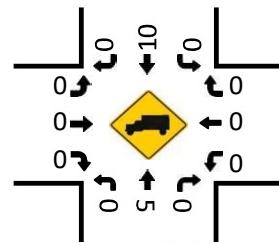
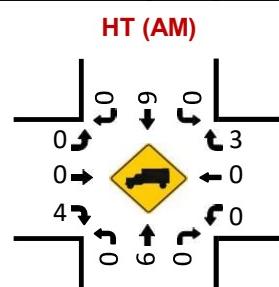
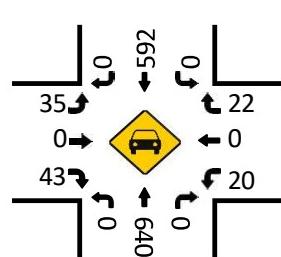
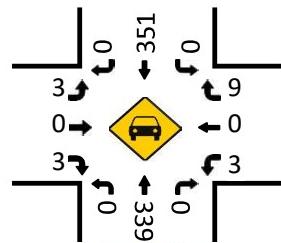
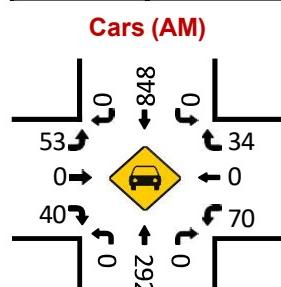
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|----|---------------|-------|---------------|-------|---------------|-------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 1 | 2 | 0 | 2 | 2 | 2 | 9 |
| 3:15 PM | 0 | 0 | 5 | 3 | 3 | 4 | 0 | 3 | 18 |
| 3:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 10 |
| 3:45 PM | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 0 | 9 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 7 |
| 4:15 PM | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 3 | 9 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 7 |
| 4:45 PM | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 7 |
| 5:00 PM | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 7 |
| 5:15 PM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 1 | 0 | 3 | 3 | 6 | 3 | 16 |
| 5:45 PM | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 2 | 9 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 2 | 11 | 10 | 24 | 23 | 20 | 22 | 112 |
| 0.00% 100.00% | | | 52.38% 47.62% | | 51.06% 48.94% | | 47.62% 52.38% | | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 1 | 10 | 8 | 7 | 7 | 34 |
| PEAK HR FACTOR : | | | 0.250 | 0.500 | 0.833 | 0.750 | 0.292 | 0.389 | 0.531 |

Colvin Ave & Tillinghast Pl

Peak Hour Turning Movement Count

ID: 909
City: Buffalo

| PEAK HOURS | | Colvin Ave | | | | | Day: Tuesday | | |
|--|---------------------|------------|---|-----|---|----|-----------------|------|---------------------|
| | | SOUTHBOUND | | | | | Date: 9/17/2024 | | |
| COUNT PERIODS | 07:15 AM - 08:15 AM | AM | 0 | 857 | 0 | 0 | 391 | AM | 7:00 AM - 10:00 AM |
| | 01:00 PM - 02:00 PM | NOON | 0 | 361 | 0 | 0 | 356 | NOON | 12:00 PM - 02:00 PM |
| | 04:45 PM - 05:45 PM | PM | 0 | 602 | 0 | 0 | 701 | PM | 3:00 PM - 06:00 PM |
| Tillinghast PI | EASTBOUND | AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NOON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | |
| | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Tillinghast PI | WESTBOUND | PM | 0 | 22 | 9 | 37 | 0 | 0 | |
| | | NOON | 1 | 0 | 0 | 1 | 0 | 0 | |
| | | AM | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | | | | | | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | |
| CONTROL Signalized | | | | | | | | | |
| TEV 1362 723 1366 PHF AM 0.83 NOON 0.95 PM 0.96 | | | | | | | | | |
| | | | | | | | | | |
| AM NOON PM | | | | | | | | | |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo
Control: Signalized

Custom ID: 166
Date: 9/17/2024

Data - Total

| NS/EW Streets: | | Colvin Ave/Delaware Park Ent/Exit | | | | Colvin Ave/Delaware Park Ent/Exit | | | | Amherst St | | | | Amherst St | | | |
|---------------------------------------|----------------------------|-----------------------------------|-------|-------|--------|-----------------------------------|--------|-------|--------|------------|-------|-------|-------|------------|--------|-------|-------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| 7:00 AM | 1 | 1 | 1 | 0 | 85 | 4 | 60 | 0 | 23 | 30 | 0 | 4 | 55 | 20 | 0 | 284 | |
| 7:15 AM | 0 | 3 | 1 | 0 | 106 | 5 | 94 | 0 | 37 | 56 | 3 | 0 | 12 | 78 | 40 | 0 | 435 |
| 7:30 AM | 0 | 1 | 1 | 0 | 107 | 3 | 139 | 0 | 33 | 74 | 2 | 0 | 4 | 119 | 28 | 0 | 511 |
| 7:45 AM | 0 | 1 | 1 | 0 | 106 | 10 | 153 | 0 | 50 | 82 | 6 | 0 | 12 | 104 | 22 | 0 | 547 |
| 8:00 AM | 0 | 1 | 0 | 0 | 101 | 5 | 148 | 0 | 52 | 97 | 4 | 0 | 10 | 93 | 33 | 0 | 544 |
| 8:15 AM | 0 | 4 | 1 | 0 | 72 | 6 | 99 | 0 | 47 | 87 | 2 | 0 | 9 | 94 | 31 | 0 | 452 |
| 8:30 AM | 4 | 2 | 1 | 0 | 90 | 2 | 91 | 0 | 43 | 97 | 6 | 0 | 8 | 93 | 32 | 0 | 469 |
| 8:45 AM | 3 | 1 | 0 | 0 | 93 | 1 | 94 | 0 | 27 | 73 | 4 | 0 | 4 | 78 | 29 | 0 | 407 |
| 9:00 AM | 1 | 2 | 0 | 0 | 69 | 4 | 71 | 0 | 35 | 61 | 1 | 0 | 4 | 75 | 45 | 0 | 368 |
| 9:15 AM | 1 | 1 | 0 | 0 | 65 | 2 | 56 | 0 | 38 | 46 | 1 | 0 | 1 | 56 | 41 | 0 | 308 |
| 9:30 AM | 0 | 1 | 0 | 0 | 64 | 2 | 57 | 0 | 25 | 46 | 1 | 0 | 8 | 44 | 28 | 0 | 276 |
| 9:45 AM | 2 | 1 | 1 | 0 | 44 | 2 | 49 | 0 | 34 | 61 | 0 | 0 | 3 | 48 | 52 | 0 | 297 |
| TOTAL VOLUMES : APPROACH %'s : | 12 | 19 | 7 | 0 | 1002 | 46 | 1111 | 0 | 444 | 810 | 30 | 0 | 79 | 937 | 401 | 0 | 4898 |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | 46.41% | 2.13% | 51.46% | 0.00% | 34.58% | 63.08% | 2.34% | 0.00% | 5.58% | 66.13% | 28.30% | 0.00% | |
| PEAK HR VOL : | 0 | / | 3 | 0 | 386 | 24 | 539 | U | 182 | 340 | 14 | U | 35 | 410 | 114 | 0 | 2054 |
| PEAK HR FACTOR : | U.UUU | U.438 | U./UU | UUUU | 0.902 | 0.600 | 0.881 | UUUU | 0.835 | 0.876 | 0.583 | UUUU | 0.729 | 0.861 | 0.864 | 0.000 | 0.939 |
| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| 12:00 PM | 2 | 0 | 1 | 0 | 47 | 2 | 33 | 0 | 44 | 60 | 0 | 0 | 1 | 70 | 45 | 0 | 305 |
| 12:15 PM | 1 | 1 | 0 | 0 | 39 | 8 | 32 | 0 | 35 | 71 | 1 | 0 | 1 | 56 | 46 | 0 | 291 |
| 12:30 PM | 0 | 0 | 0 | 0 | 50 | 1 | 36 | 0 | 41 | 58 | 2 | 0 | 2 | 45 | 54 | 0 | 289 |
| 12:45 PM | 0 | 0 | 1 | 0 | 50 | 1 | 35 | 0 | 42 | 53 | 6 | 0 | 4 | 43 | 44 | 0 | 279 |
| 1:00 PM | 1 | 1 | 0 | 0 | 50 | 2 | 46 | 0 | 34 | 57 | 1 | 0 | 2 | 47 | 40 | 0 | 281 |
| 1:15 PM | 0 | 0 | 0 | 0 | 46 | 3 | 49 | 0 | 33 | 58 | 1 | 0 | 0 | 47 | 46 | 0 | 283 |
| 1:30 PM | 1 | 2 | 1 | 0 | 46 | 1 | 34 | 0 | 44 | 56 | 2 | 0 | 1 | 67 | 47 | 0 | 302 |
| 1:45 PM | 2 | 2 | 1 | 0 | 53 | 2 | 36 | 0 | 46 | 67 | 3 | 0 | 3 | 55 | 45 | 0 | 315 |
| TOTAL VOLUMES : APPROACH %'s : | 7 | 6 | 4 | 0 | 381 | 20 | 301 | 0 | 319 | 480 | 16 | 0 | 14 | 430 | 367 | 0 | 2345 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | 54.27% | 2.85% | 42.88% | 0.00% | 39.14% | 58.90% | 1.96% | 0.00% | 1.73% | 53.02% | 45.25% | 0.00% | |
| PEAK HR VOL : | 4 | 5 | 2 | 0 | 195 | 8 | 165 | U | 157 | 238 | 7 | U | 6 | 216 | 178 | 0 | 1181 |
| PEAK HR FACTOR : | U.UUU | U.625 | U.UUU | UUUU | 0.920 | 0.66/ | 0.842 | UUUU | 0.853 | 0.888 | 0.583 | UUUU | 0.500 | 0.806 | 0.94/ | U.UUU | 0.937 |
| PM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| 3:00 PM | 1 | 2 | 1 | 0 | 62 | 0 | 80 | 0 | 72 | 116 | 1 | 0 | 2 | 92 | 75 | 0 | 504 |
| 3:15 PM | 1 | 1 | 0 | 0 | 62 | 1 | 82 | 0 | 78 | 128 | 1 | 0 | 3 | 108 | 60 | 0 | 525 |
| 3:30 PM | 0 | 0 | 0 | 0 | 70 | 1 | 63 | 0 | 79 | 142 | 3 | 0 | 1 | 96 | 56 | 0 | 511 |
| 3:45 PM | 0 | 2 | 1 | 0 | 57 | 4 | 70 | 0 | 61 | 134 | 1 | 0 | 2 | 101 | 78 | 0 | 511 |
| 4:00 PM | 3 | 4 | 0 | 0 | 65 | 2 | 76 | 1 | 69 | 92 | 2 | 0 | 1 | 106 | 73 | 0 | 494 |
| 4:15 PM | 1 | 6 | 1 | 0 | 66 | 2 | 76 | 0 | 80 | 114 | 4 | 0 | 4 | 96 | 78 | 0 | 528 |
| 4:30 PM | 4 | 4 | 1 | 0 | 64 | 3 | 64 | 0 | 96 | 125 | 4 | 0 | 1 | 90 | 72 | 0 | 528 |
| 4:45 PM | 2 | 3 | 0 | 0 | 66 | 1 | 82 | 0 | 73 | 127 | 3 | 0 | 0 | 109 | 98 | 0 | 564 |
| 5:00 PM | 1 | 7 | 0 | 0 | 62 | 3 | 76 | 0 | 85 | 135 | 7 | 0 | 4 | 79 | 97 | 0 | 556 |
| 5:15 PM | 2 | 2 | 1 | 0 | 73 | 5 | 90 | 0 | 68 | 126 | 5 | 0 | 2 | 115 | 74 | 0 | 563 |
| 5:30 PM | 0 | 3 | 0 | 0 | 90 | 6 | 95 | 0 | 69 | 113 | 10 | 0 | 7 | 102 | 73 | 0 | 568 |
| 5:45 PM | 1 | 0 | 0 | 0 | 83 | 8 | 81 | 0 | 67 | 98 | 3 | 0 | 7 | 117 | 71 | 0 | 536 |
| TOTAL VOLUMES : APPROACH %'s : | 16 | 34 | 5 | 0 | 820 | 36 | 935 | 1 | 897 | 1450 | 44 | 0 | 34 | 1211 | 905 | 0 | 6388 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 45.76% | 2.01% | 52.18% | 0.06% | 37.52% | 60.64% | 1.84% | 0.00% | 1.58% | 56.33% | 42.09% | 0.00% | |
| PEAK HR VOL : | 5 | 15 | 1 | 0 | 291 | 15 | 343 | U | 295 | 501 | 25 | U | 13 | 405 | 342 | U | 2251 |
| PEAK HR FACTOR : | U.656 | U.536 | U.250 | U.000 | 0.808 | 0.625 | 0.903 | U.000 | 0.868 | 0.928 | 0.625 | U.000 | 0.464 | 0.880 | 0.872 | U.000 | 0.991 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo
Control: Signalized

Custom ID: 166
Date: 9/17/2024

Data - Cars

| NS/EW Streets: | | Colvin Ave/Delaware Park Ent/Exit | | | | Colvin Ave/Delaware Park Ent/Exit | | | | Amherst St | | | | Amherst St | | | |
|---------------------------------------|----------------------------|-----------------------------------|-------|------|---------------------------|-----------------------------------|-------|------|---------------------------|------------|-------|------|---------------------------|------------|-------|-------|--------------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| 7:00 AM | 1 | 1 | 1 | 0 | 85 | 4 | 60 | 0 | 22 | 30 | 0 | 4 | 53 | 19 | 0 | 280 | |
| 7:15 AM | 0 | 3 | 1 | 0 | 104 | 5 | 92 | 0 | 34 | 54 | 3 | 0 | 12 | 73 | 38 | 0 | 419 |
| 7:30 AM | 0 | 1 | 1 | 0 | 100 | 3 | 138 | 0 | 33 | 72 | 2 | 0 | 4 | 113 | 27 | 0 | 494 |
| 7:45 AM | 0 | 1 | 1 | 0 | 105 | 10 | 152 | 0 | 49 | 79 | 5 | 0 | 10 | 102 | 21 | 0 | 535 |
| 8:00 AM | 0 | 1 | 0 | 0 | 101 | 5 | 148 | 0 | 52 | 93 | 4 | 0 | 7 | 90 | 32 | 0 | 533 |
| 8:15 AM | 0 | 4 | 1 | 0 | 70 | 6 | 99 | 0 | 46 | 84 | 2 | 0 | 9 | 89 | 29 | 0 | 439 |
| 8:30 AM | 3 | 2 | 1 | 0 | 89 | 2 | 88 | 0 | 43 | 94 | 6 | 0 | 7 | 87 | 28 | 0 | 450 |
| 8:45 AM | 3 | 1 | 0 | 0 | 89 | 1 | 93 | 0 | 26 | 69 | 4 | 0 | 4 | 68 | 27 | 0 | 385 |
| 9:00 AM | 1 | 2 | 0 | 0 | 67 | 2 | 68 | 0 | 32 | 60 | 1 | 0 | 3 | 73 | 39 | 0 | 346 |
| 9:15 AM | 1 | 1 | 0 | 0 | 60 | 1 | 56 | 0 | 37 | 42 | 1 | 0 | 1 | 52 | 40 | 0 | 292 |
| 9:30 AM | 0 | 1 | 0 | 0 | 59 | 2 | 56 | 0 | 25 | 45 | 1 | 0 | 7 | 43 | 24 | 0 | 263 |
| 9:45 AM | 2 | 1 | 0 | 0 | 43 | 2 | 48 | 0 | 33 | 61 | 0 | 0 | 3 | 41 | 51 | 0 | 285 |
| TOTAL VOLUMES : APPROACH %'s : | 11 | 19 | 6 | 0 | 972 | 43 | 1098 | 0 | 432 | 783 | 29 | 0 | 71 | 884 | 375 | 0 | 4723 |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | 46.00% 2.04% 51.96% 0.00% | | | | 34.73% 62.94% 2.33% 0.00% | | | | 5.34% 66.47% 28.20% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 0 | / | 3 | 0 | 3/6 | 24 | 53/ | U | 180 | 328 | 13 | U | 30 | 394 | 109 | 0 | 2001 |
| PEAK HR FACTOR : | U.UUU | U.438 | U./UU | UUUU | 0.895 | U.6UU | U.883 | UUUU | U.365 | U.882 | U.65U | UUUU | 0.750 | 0.872 | 0.852 | 0.000 | 0.935 |
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 12:00 PM | 2 | 0 | 1 | 0 | 46 | 2 | 33 | 0 | 43 | 59 | 0 | 0 | 1 | 68 | 45 | 0 | 300 |
| 12:15 PM | 1 | 1 | 0 | 0 | 38 | 8 | 31 | 0 | 35 | 70 | 1 | 0 | 1 | 53 | 45 | 0 | 284 |
| 12:30 PM | 0 | 0 | 0 | 0 | 50 | 1 | 35 | 0 | 40 | 57 | 2 | 0 | 2 | 43 | 53 | 0 | 283 |
| 12:45 PM | 0 | 0 | 1 | 0 | 50 | 1 | 35 | 0 | 42 | 51 | 6 | 0 | 3 | 42 | 43 | 0 | 274 |
| 1:00 PM | 1 | 1 | 0 | 0 | 48 | 2 | 45 | 0 | 34 | 52 | 1 | 0 | 2 | 46 | 40 | 0 | 272 |
| 1:15 PM | 0 | 0 | 0 | 0 | 44 | 3 | 48 | 0 | 33 | 57 | 1 | 0 | 0 | 46 | 45 | 0 | 277 |
| 1:30 PM | 1 | 2 | 1 | 0 | 45 | 1 | 34 | 0 | 43 | 55 | 2 | 0 | 1 | 62 | 46 | 0 | 293 |
| 1:45 PM | 2 | 2 | 1 | 0 | 52 | 2 | 34 | 0 | 44 | 66 | 3 | 0 | 3 | 54 | 45 | 0 | 308 |
| TOTAL VOLUMES : APPROACH %'s : | 7 | 6 | 4 | 0 | 373 | 20 | 295 | 0 | 314 | 467 | 16 | 0 | 13 | 414 | 362 | 0 | 2291 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | 54.22% 2.91% 42.88% 0.00% | | | | 39.40% 58.59% 2.01% 0.00% | | | | 1.65% 52.47% 45.88% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 4 | 5 | 2 | 0 | 189 | 8 | 161 | 0 | 154 | 230 | 7 | 0 | 6 | 208 | 176 | 0 | 1150 |
| PEAK HR FACTOR : | U.UUU | U.625 | U.500 | UUUU | 0.909 | U.66/ | U.859 | UUUU | U.875 | U.8/1 | U.583 | UUUU | 0.500 | 0.859 | 0.95/ | U.UUU | 0.933 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 3:00 PM | 1 | 2 | 1 | 0 | 61 | 0 | 78 | 0 | 70 | 110 | 1 | 0 | 2 | 91 | 74 | 0 | 491 |
| 3:15 PM | 1 | 1 | 0 | 0 | 61 | 1 | 82 | 0 | 76 | 121 | 1 | 0 | 3 | 106 | 59 | 0 | 512 |
| 3:30 PM | 0 | 0 | 0 | 0 | 62 | 1 | 60 | 0 | 77 | 136 | 3 | 0 | 1 | 90 | 53 | 0 | 483 |
| 3:45 PM | 0 | 2 | 1 | 0 | 53 | 4 | 68 | 0 | 61 | 129 | 1 | 0 | 2 | 97 | 75 | 0 | 493 |
| 4:00 PM | 3 | 4 | 0 | 0 | 60 | 2 | 76 | 1 | 68 | 89 | 2 | 0 | 1 | 103 | 72 | 0 | 481 |
| 4:15 PM | 1 | 6 | 1 | 0 | 64 | 2 | 74 | 0 | 80 | 112 | 4 | 0 | 4 | 92 | 75 | 0 | 515 |
| 4:30 PM | 4 | 4 | 1 | 0 | 61 | 3 | 64 | 0 | 94 | 122 | 4 | 0 | 0 | 89 | 72 | 0 | 518 |
| 4:45 PM | 2 | 3 | 0 | 0 | 66 | 1 | 82 | 0 | 72 | 125 | 3 | 0 | 0 | 109 | 97 | 0 | 560 |
| 5:00 PM | 1 | 7 | 0 | 0 | 59 | 3 | 76 | 0 | 85 | 134 | 7 | 0 | 4 | 76 | 97 | 0 | 549 |
| 5:15 PM | 2 | 2 | 1 | 0 | 71 | 5 | 90 | 0 | 67 | 126 | 5 | 0 | 2 | 114 | 73 | 0 | 558 |
| 5:30 PM | 0 | 3 | 0 | 0 | 85 | 6 | 95 | 0 | 69 | 112 | 10 | 0 | 7 | 100 | 73 | 0 | 560 |
| 5:45 PM | 1 | 0 | 0 | 0 | 82 | 8 | 79 | 0 | 67 | 97 | 3 | 0 | 7 | 117 | 71 | 0 | 532 |
| TOTAL VOLUMES : APPROACH %'s : | 16 | 34 | 5 | 0 | 785 | 36 | 924 | 1 | 886 | 1413 | 44 | 0 | 33 | 1184 | 891 | 0 | 6252 |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | 44.96% 2.06% 52.92% 0.06% | | | | 37.81% 60.31% 1.88% 0.00% | | | | 1.57% 56.17% 42.27% 0.00% | | | | TOTAL |
| PEAK HR VOL : | 5 | 15 | 1 | 0 | 281 | 15 | 343 | 0 | 293 | 49/ | 25 | 0 | 13 | 599 | 340 | 0 | 2227 |
| PEAK HR FACTOR : | U.656 | U.536 | U.250 | UUUU | 0.826 | U.625 | U.903 | UUUU | 0.862 | U.927 | U.625 | UUUU | 0.464 | 0.875 | U.876 | U.913 | 0.994 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo
Control: Signalized

Custom ID: 166
Date: 9/17/2024

Data - HT

| NS/EW Streets: | | Colvin Ave/Delaware Park Ent/Exit | | | | Colvin Ave/Delaware Park Ent/Exit | | | | Amherst St | | | | Amherst St | | | | |
|---------------------------------------|--|-----------------------------------|-------|------------|-------|-----------------------------------|-------|-----------|-------|------------|-------|-------|-------|------------|-------|-------|-------|--------------|
| | | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | | | | | | | | | |
| AM | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 |
| 7:15 AM | | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 5 | 2 | 0 | 16 |
| 7:30 AM | | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 1 | 0 | 17 |
| 7:45 AM | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 2 | 2 | 1 | 0 | 12 |
| 8:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 3 | 1 | 0 | 11 |
| 8:15 AM | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 5 | 2 | 0 | 13 |
| 8:30 AM | | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 6 | 4 | 0 | 19 |
| 8:45 AM | | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 10 | 2 | 0 | 22 |
| 9:00 AM | | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 2 | 6 | 0 | 20 |
| 9:15 AM | | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 16 |
| 9:30 AM | | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 13 |
| 9:45 AM | | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 12 |
| TOTAL VOLUMES : APPROACH %'s : | | 1 | 0 | 1 | 0 | 30 | 3 | 13 | 0 | 12 | 27 | 1 | 0 | 8 | 53 | 26 | 0 | 175 |
| PEAK HR : | | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 2 | 12 | 1 | 0 | 5 | 16 | 5 | 0 | 53 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.357 | 0.000 | 0.500 | 0.000 | 0.500 | 0.750 | 0.250 | 0.000 | 0.417 | 0.667 | 0.625 | 0.000 | 0.779 |
| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 12:15 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 7 |
| 12:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 6 |
| 12:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 5 |
| 1:00 PM | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 1:15 PM | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 6 |
| 1:30 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 9 |
| 1:45 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| TOTAL VOLUMES : APPROACH %'s : | | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 5 | 13 | 0 | 0 | 1 | 16 | 5 | 0 | 54 |
| PEAK HR : | | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 3 | 8 | 0 | 0 | 0 | 8 | 2 | 0 | 31 |
| PEAK HR FACTOR : | | UUUU | UUUU | UUUU | UUUU | 0.750 | UUUU | 0.500 | UUUU | 0.5/5 | 0.400 | UUUU | UUUU | UUUU | 0.400 | 0.500 | UUUU | 0.861 |
| PM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 3:00 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 13 |
| 3:15 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 2 | 1 | 0 | 13 |
| 3:30 PM | | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 2 | 6 | 0 | 0 | 0 | 6 | 3 | 0 | 28 |
| 3:45 PM | | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 3 | 0 | 18 |
| 4:00 PM | | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 13 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 3 | 0 | 13 |
| 4:30 PM | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 10 |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:00 PM | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 5:15 PM | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 5:30 PM | | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 5:45 PM | | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | | 0 | 0 | 0 | 0 | 35 | 0 | 11 | 0 | 11 | 37 | 0 | 0 | 1 | 27 | 14 | 0 | 136 |
| PEAK HR : | | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 6 | 2 | 0 | 24 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.750 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo
Control: Signalized

Custom ID: 166
Date: 9/17/2024

Data - Bikes

| NS/EW Streets: | | Colvin Ave/Delaware Park Ent/Exit | | | | Colvin Ave/Delaware Park Ent/Exit | | | | Amherst St | | | | Amherst St | | | | | |
|---------------------------------------|--|-----------------------------------|-------|------------|-------|-----------------------------------|-------|-----------|-------|------------|-------|-------|-------|------------|--------|-------|-------|--------------|----|
| | | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | | | | | | | | | | |
| AM | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| 7:00 AM | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 7:15 AM | | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 7:30 AM | | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:00 AM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:30 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 9:00 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 9:15 AM | | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 9:30 AM | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 9:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | |
| TOTAL VOLUMES : APPROACH %'s : | | 0 | 5 | 1 | 0 | 2 | 12 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 34 | |
| PEAK HR : | | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | | 0 | 3 | 1 | 0 | U.UUU | U.500 | U.250 | U.UUU | U.UUU | 4 | U.UUU | U.UUU | 0 | 1 | 0 | 0 | 13 | |
| PEAK HR FACTOR : | | U.UUU | U.3/5 | U.250 | U.UUU | 0.333 | 0.500 | 0.250 | U.UUU | U.UUU | 0.333 | 0.333 | 0.333 | 0.000 | 0.250 | 0.250 | 0.000 | 0.406 | |
| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| 12:00 PM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 12:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 12:45 PM | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | |
| 1:00 PM | | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | |
| 1:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 1:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 1:45 PM | | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | |
| TOTAL VOLUMES : APPROACH %'s : | | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 24 | |
| PEAK HR : | | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | | 0 | 4 | 0 | 0 | U.UUU | U.500 | U.250 | U.UUU | U.UUU | 0 | 0.250 | 0.250 | 0 | 1 | 0 | 0 | 14 | |
| PEAK HR FACTOR : | | U.UUU | U.500 | U.UUU | U.UUU | 0.500 | 0.500 | 0.250 | U.UUU | U.UUU | 0.250 | 0.250 | 0.250 | 0.000 | 0.500 | 0.500 | 0.000 | 0.700 | |
| PM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| 3:00 PM | | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 3:15 PM | | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | |
| 3:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | |
| 3:45 PM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 4:00 PM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:15 PM | | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | |
| 4:30 PM | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 5:00 PM | | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 10 | |
| 5:15 PM | | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 5:30 PM | | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 14 | |
| 5:45 PM | | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | |
| TOTAL VOLUMES : APPROACH %'s : | | 2 | 19 | 1 | 0 | 3 | 21 | 1 | 0 | 7 | 1 | 6.67% | 0.00% | 0.00% | 63.64% | 4 | 0 | 0.00% | 73 |
| PEAK HR : | | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | | 0 | 11 | 1 | 0 | 1 | 9 | U | U | 5 | U | 1 | U | U | 0 | 4 | 2 | 0 | |
| PEAK HR FACTOR : | | U.UUU | 0.393 | 0.250 | U.UUU | 0.250 | 0.450 | 0.000 | 0.000 | 0.417 | 0.000 | 0.250 | 0.000 | U.UUU | 0.500 | 0.250 | 0.000 | 0.607 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo

Custom ID: 166
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Colvin Ave/Delaware Park Ent/Exit | | Colvin Ave/Delaware Park Ent/Exit | | Amherst St | | Amherst St | | TOTAL |
|------------------|-----------------------------------|----------------|-----------------------------------|---------|----------------|----------|----------------|----------------|-------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 8 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 |
| 7:30 AM | 0 | 0 | 0 | 1 | 1 | 0 | 6 | 1 | 9 |
| 7:45 AM | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 1 | 8 |
| 8:00 AM | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 5 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 6 | 1 | 3 | 4 | 14 |
| 9:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 6 |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 6 |
| 9:45 AM | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 8 |
| TOTAL VOLUMES : | EB 3 | WB 1 | EB 3 | WB 1 | NB 25 | SB 17 | NB 16 | SB 15 | TOTAL 81 |
| APPROACH %'s : | 75.00% | 25.00% | 75.00% | 25.00% | 59.52% | 40.48% | 51.61% | 48.39% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 0 | 1 | 8 | 6 | 6 | 6 | 29 |
| PEAK HR FACTOR : | 0.250 0.500 | 0.250 0.500 | 0.250 | 0.250 | 0.500 0.583 | 0.750 | 0.250 0.429 | 0.750 0.429 | 0.806 |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------------------------|---------|-----------|---------|----------------|----------|----------------|----------------|-------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 6 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 5 |
| 12:45 PM | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 1:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 |
| 1:45 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| TOTAL VOLUMES : | EB 0 | WB 0 | EB 0 | WB 0 | NB 9 | SB 10 | NB 3 | SB 7 | TOTAL 29 |
| APPROACH %'s : | 47.37% | | 52.63% | | 30.00% | | 70.00% | | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 3 | 11 |
| PEAK HR FACTOR : | | | | | 0.375 0.500 | 0.750 | 0.250 0.417 | 0.750 0.417 | 0.688 |

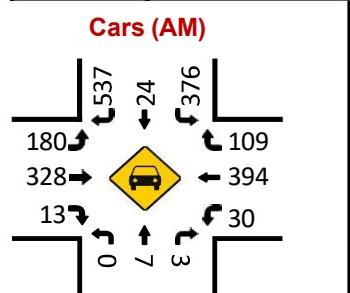
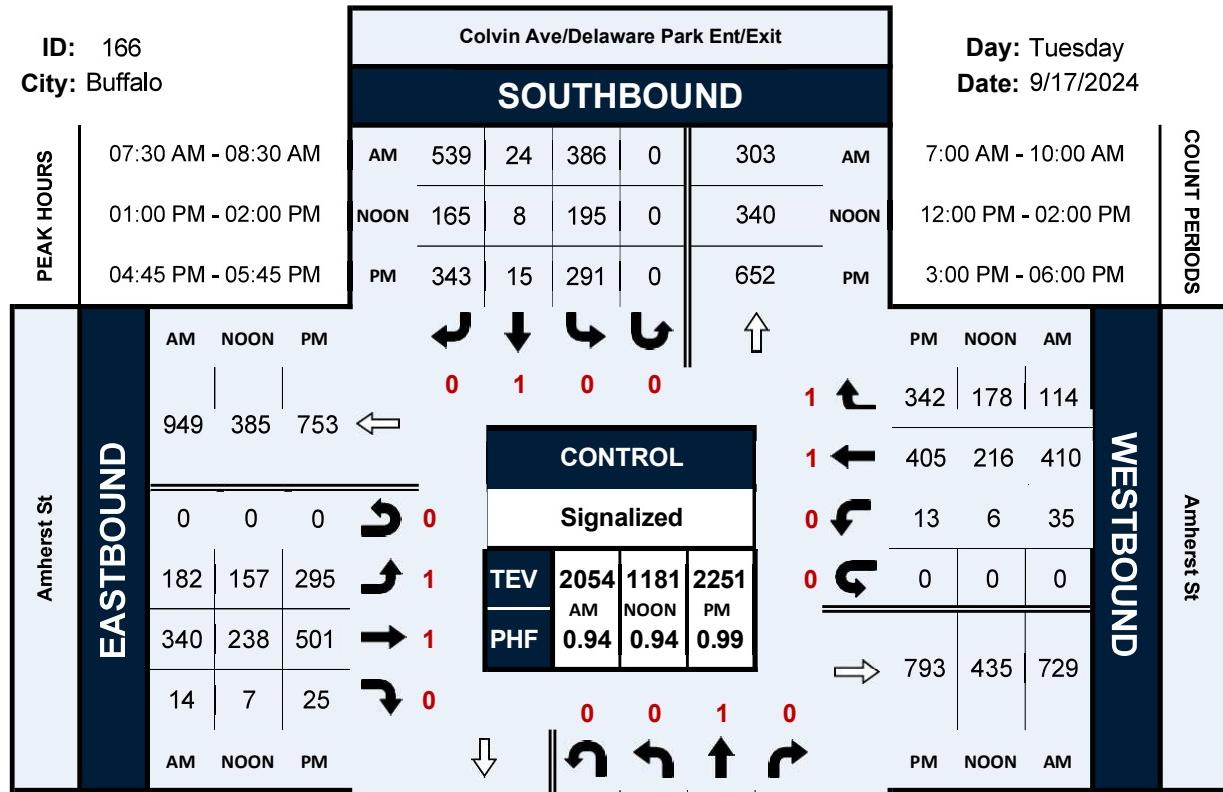
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL | |
|------------------|----------------------------|----------------|-----------|---------|----------------|----------|----------------|----------|--------------|--|
| | EB | WB | EB | WB | NB | SB | NB | SB | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 3 | 4 | 6 | 2 | 15 | |
| 3:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 7 | 14 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 16 | 18 | |
| 4:15 PM | 1 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 9 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 3 | 13 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 9 | |
| 5:00 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 4 | 8 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 5 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 2 | 14 | |
| 5:45 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 7 | |
| TOTAL VOLUMES : | EB 1 | WB 2 | EB 0 | WB 1 | NB 17 | SB 16 | NB 40 | SB 43 | TOTAL 120 | |
| APPROACH %'s : | 33.33% | | 66.67% | | 0.00% | | 100.00% | | 48.48% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 7 | 9 | 10 | 9 | 36 | |
| PEAK HR FACTOR : | | 0.250 0.250 | | | 0.438 0.571 | 0.750 | 0.500 0.679 | 0.563 | 0.643 | |

Colvin Ave/Delaware Park Ent/Exit & Amherst St

Peak Hour Turning Movement Count

ID: 166
City: Buffalo

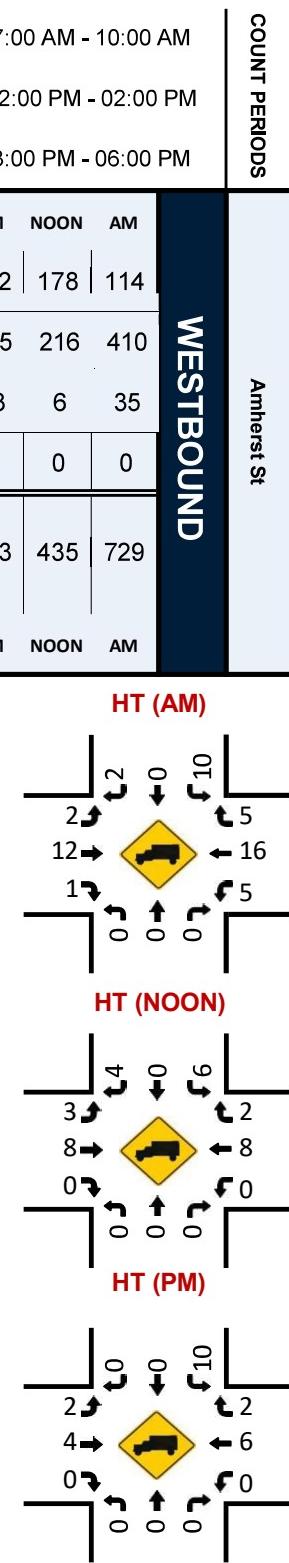
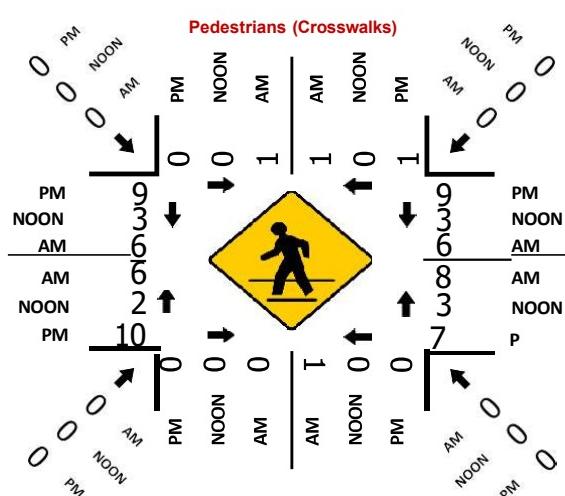
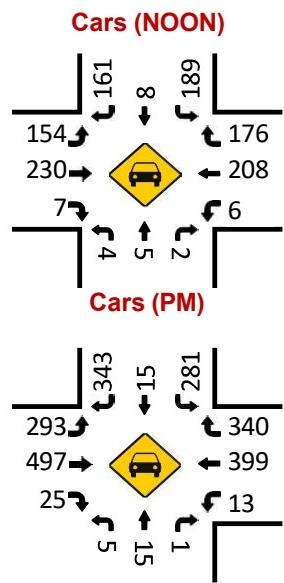
Day: Tuesday
Date: 9/17/2024

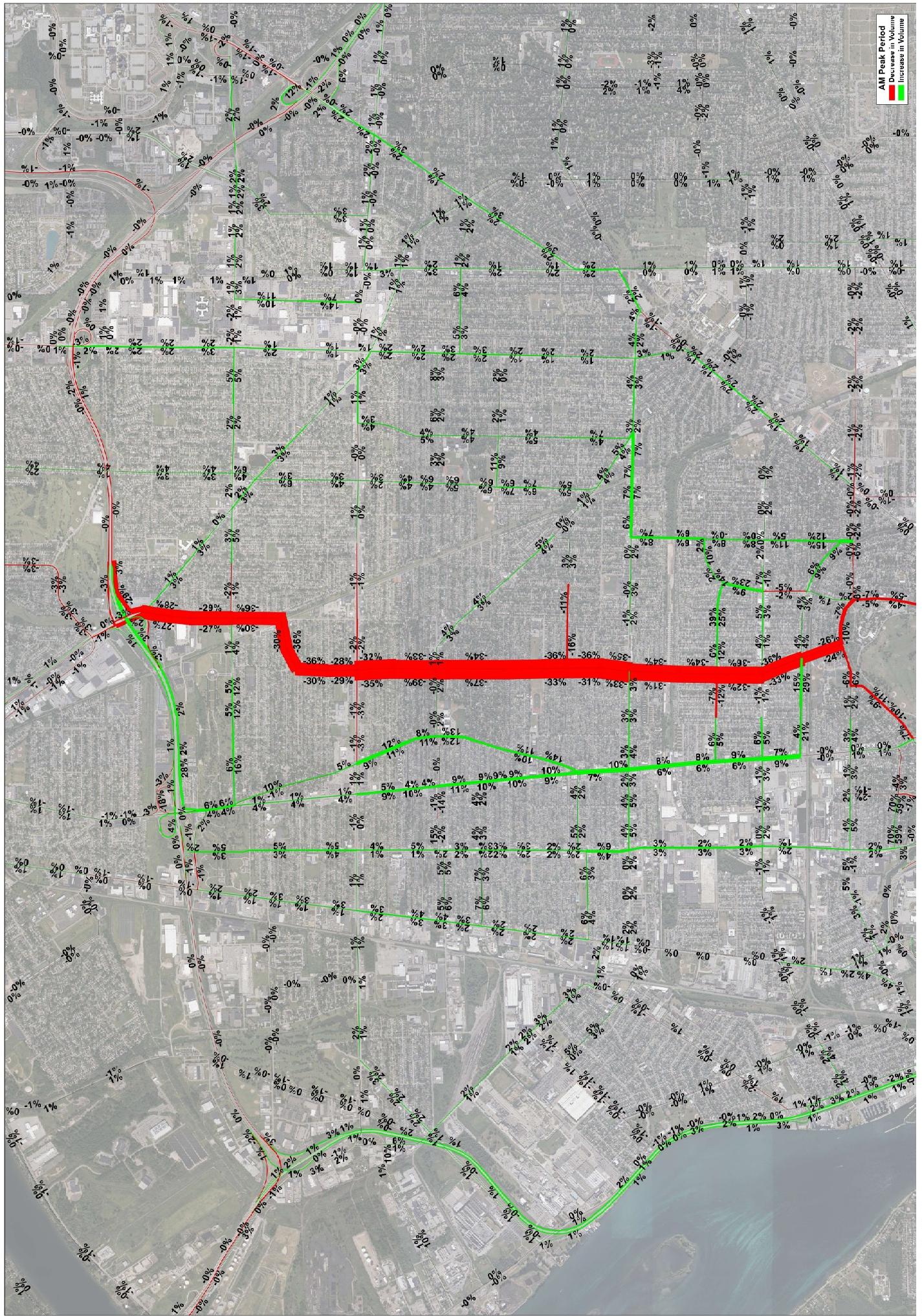


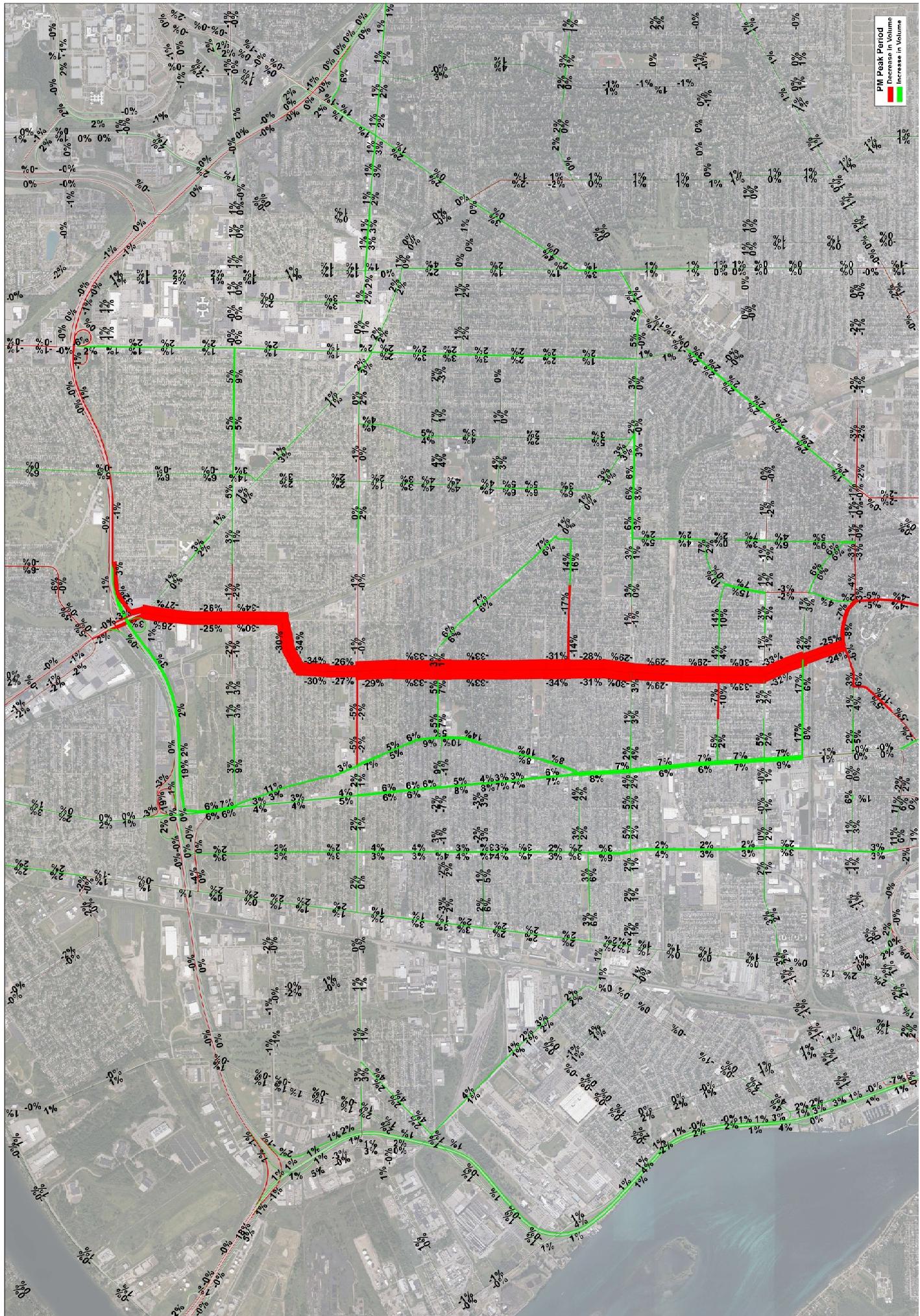
NORTHBOUND

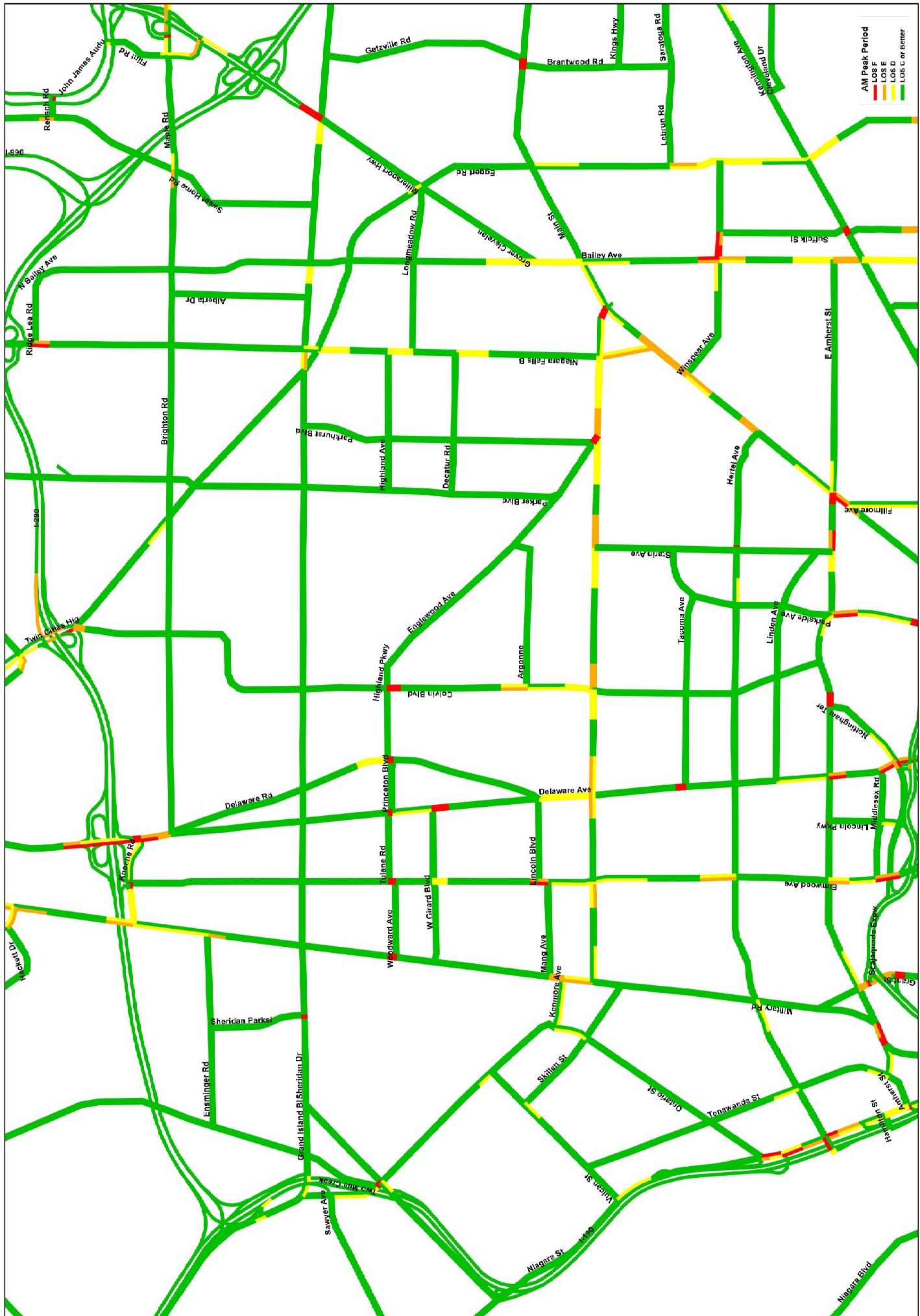
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|------|----|---|---|----|---|------|
| PM | 53 | 0 | 5 | 15 | 1 | PM |
| NOON | 21 | 0 | 4 | 5 | 2 | NOON |
| AM | 73 | 0 | 0 | 7 | 3 | AM |

Colvin Ave/Delaware Park Ent/Exit

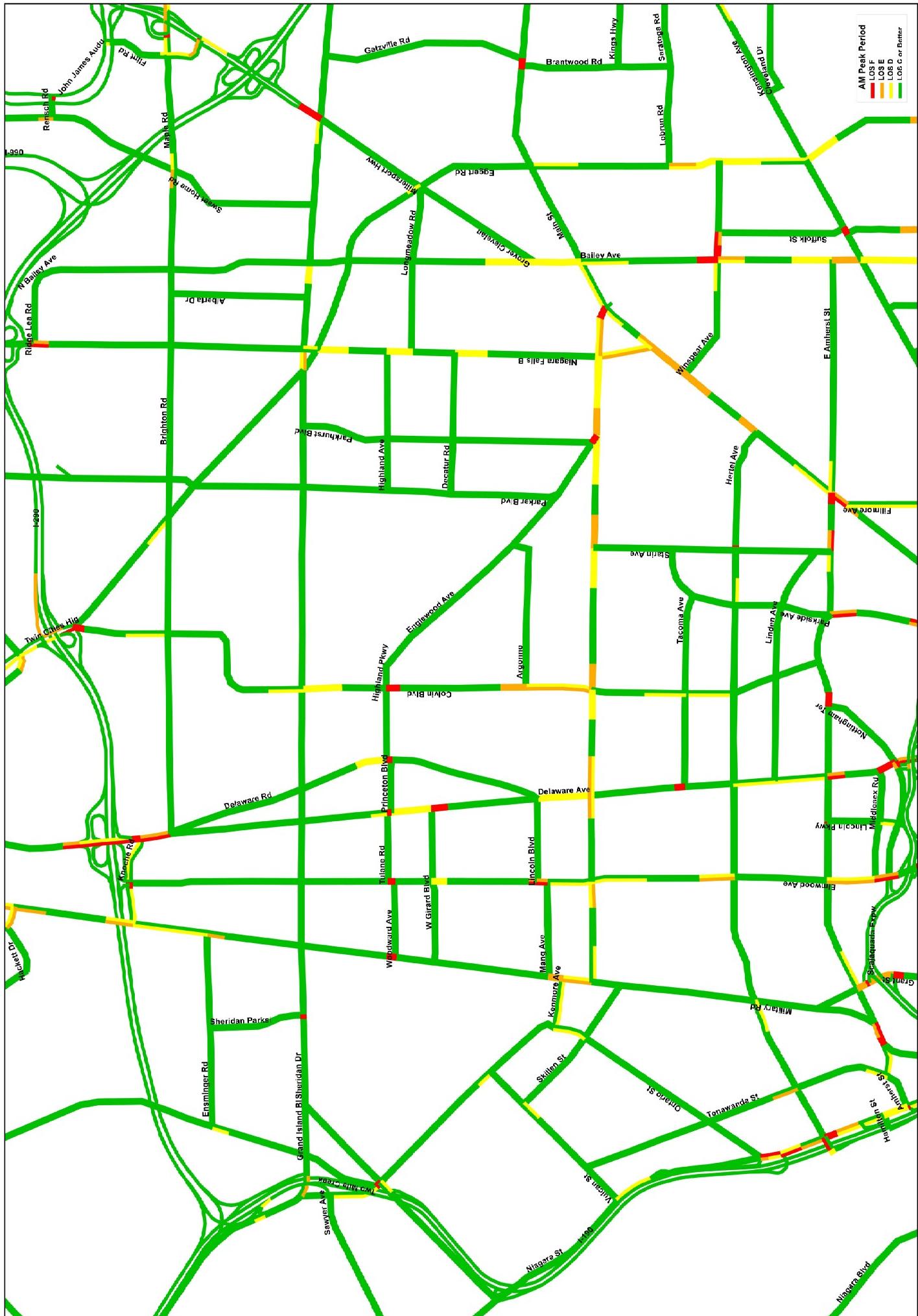




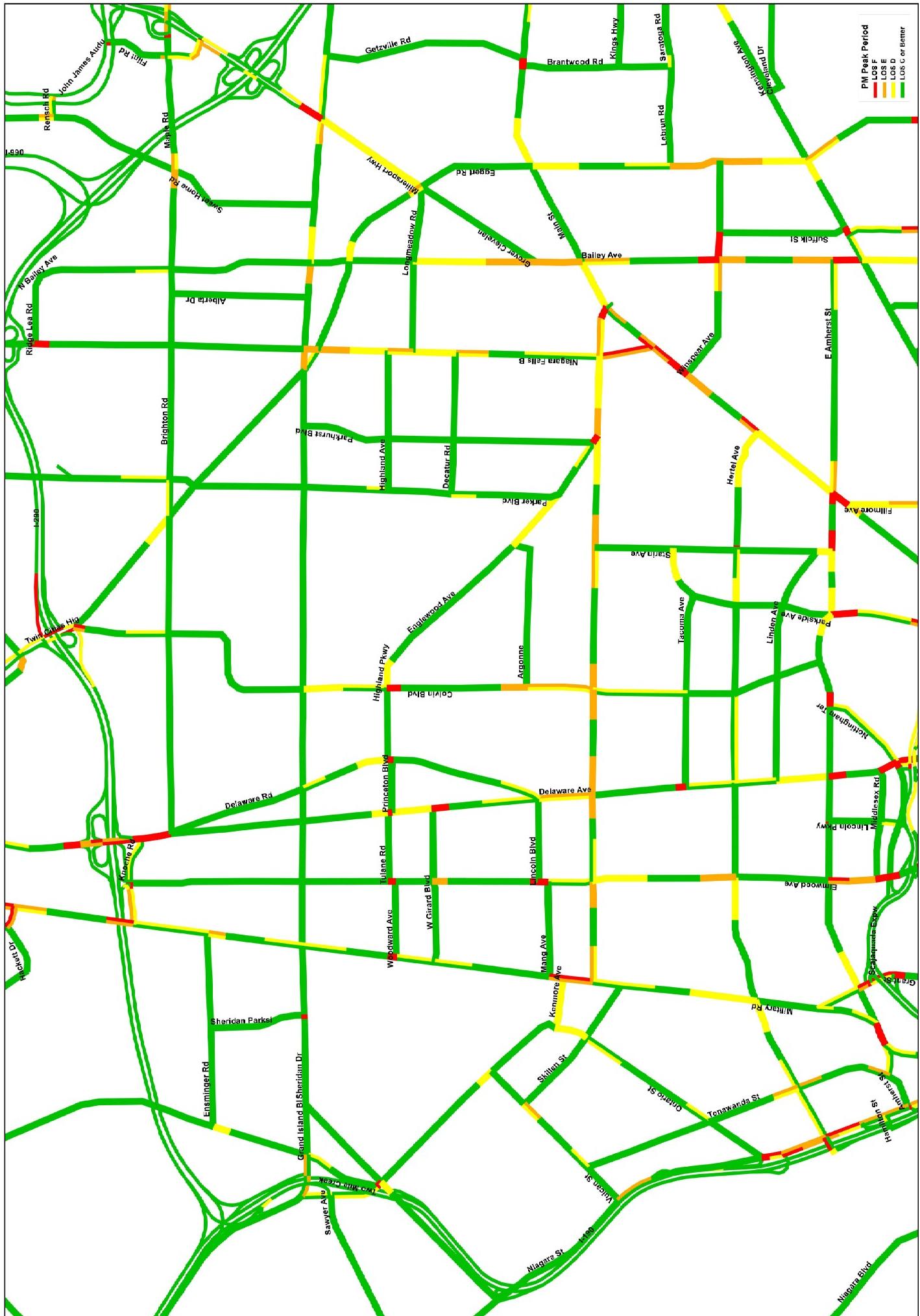




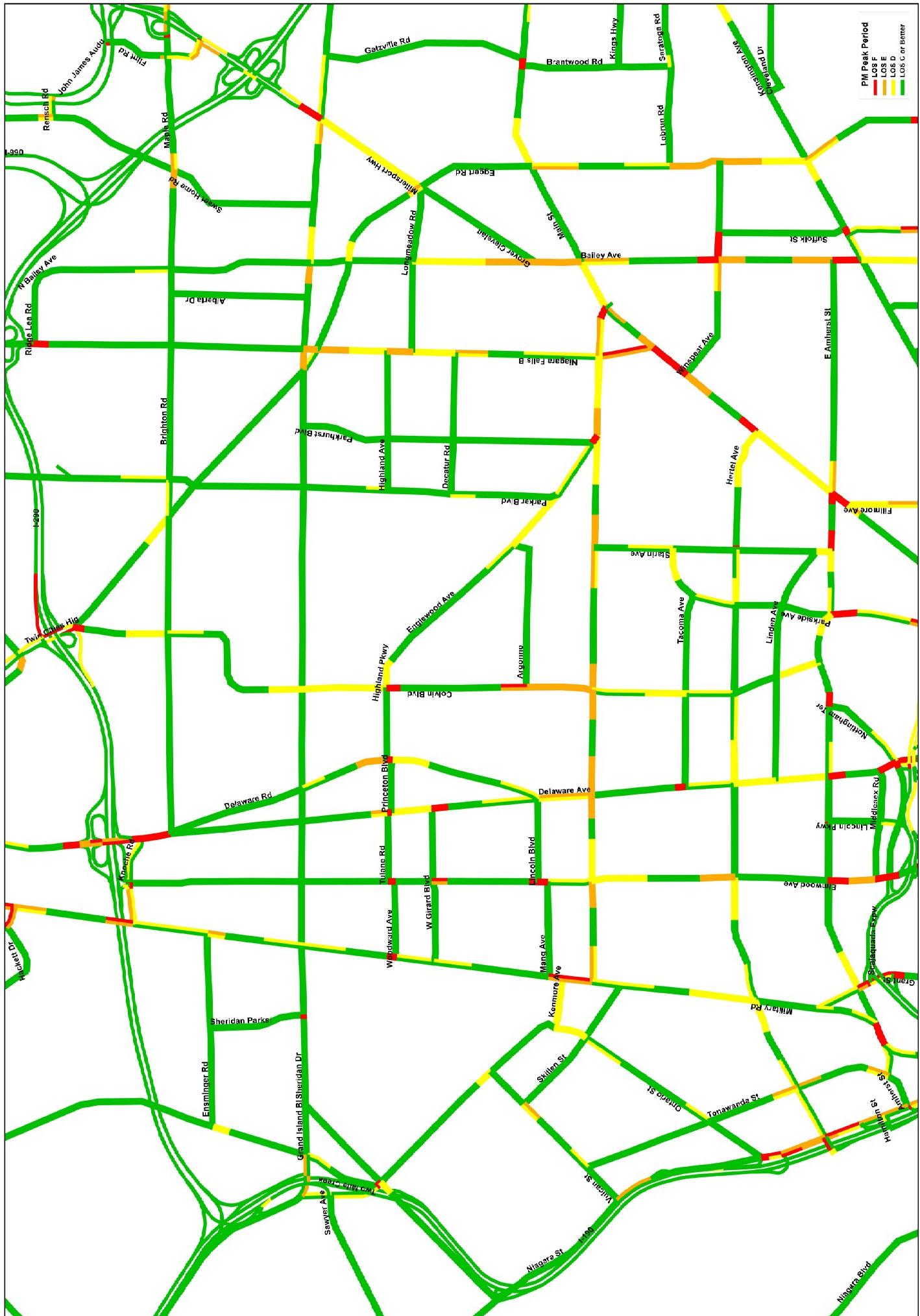
Colvin Blvd Base Network (No Center Turn Lane)
AM Peak Period Link Level of Service
GBRTC 2020 Base Travel Demand Model
Prepared November 2024



Colvin Blvd Center Turn Lane
AM Peak Period Link level of Service
GBNRTC 2020 Base Travel Demand Model
Prepared November 2024



Colvin Blvd Base Network (No Center Turn Lane)
PPM Peak Period Link Level of Service
GBNRTC 2020 Base Travel Demand Model
Prepared November 2024



Colvin Blvd Center Turn Lane
PM Peak Period Link Level of Service Model
GBNRTC 2020 Base Travel Demand Model
Prepared November 2024